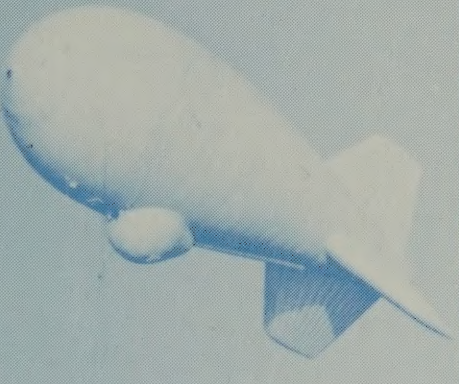
Coast Guard Radio



A Guide to Using and Monitoring U.S. Coast Guard Communications

James T. Pogue
KH2AR

Tiare Publications

Coast Guard Radio

A Guide to Using and Monitoring U.S. Coast Guard Communications

by

James T. Pogue

TIARE PUBLICATIONS

Dedicated to

Radioman Third Class John A. Steadman,
posthumously awarded the Gold Lifesaving Medal in 1938,
and to all of the Radiomen over the decades
who have endeavored to ensure
"...that no call for help go unanswered."

Illustrations:
Courtesy of the United States Coast Guard, except as noted.

Cover Photo:
A drug-busting aerostat balloon with its mother ship.

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INTRODUCTION

The electronic bell was still on its first ring when the Officer of the Day swung around in his chair and picked up the handset. As lightning flashed outside the rain-pelted window of the operations center he said, "Air Station Miami, Lieutenant Miller."

"This is Commander O'Brien at the Rescue Center. We've received a MEDICO message from a Greek freighter off the coast. Their last position put them at 26.10N 79.30W. They have a crewman with an appendix that's about ready to go ballistic and need a medevac now."

"In this weather?" Lieutenant Miller said as another streak of lightning tore open the sky.

"Roger," said the Commander. "If we don't get him off the ship tonight he probably won't make it until tomorrow."

"OK sir," he said firmly. "We'll launch a Dolphin and I'll get back to you for more info in a couple of minutes."

As Miller hung up the handset he simultaneously hit the red button on his console that activated the SAR (Search and Rescue) alarm. As the deafening warble pierced the night, the ready flight crew tumbled out of their "racks" and began pulling on flight suits. Near the hanger that housed the HH-65A helicopters, the ground crew began preparing the aircraft for what promised to be a dangerous flight.

Minutes later, the chopper lifted off the pad at the Air Station and its pilot spoke into his throat microphone.

"Coast Guard COMMSTA Miami this is Coast Guard Rescue 4109, over," he said.

"Rescue 4109 this is COMMSTA Miami, over," said the voice in his headphones. Lightning crashes were already making reception difficult.

"Miami this is Rescue 4109, we are enroute from Miami, Air to position 26.10N 79.30W for a medevac. Request you take my guard at this time. I have four persons on board," the pilot replied.

"Rescue 4109 this is COMMSTA Miami, roger request flight ops every 15 minutes and position report every 30 minutes, over," said the Radioman at the Communication Station.

"This is Rescue 4109, WILCO, out," the pilot concluded as the streamlined eggbeater buffeted through increasingly torrential rains.

Thirty-five minutes later, Coast Guard Rescue 4109 hovered over the pitching decks of the SS Constatine Demetrio. As floodlights in the belly of the helicopter illuminated the men below, the air crewman and Hospital Corpsman could see the agony on the face of the man in the Stokes litter.

"COMMSTA Miami this is Rescue 4109. We are on-scene commencing medevac at this time," the pilot reported. The calmness in his voice gave little indication of the battle he was waging to control his aircraft in the savage winds and rain.

"Rescue 4109 this is COMMSTA, Miami, roger, out," the matter-of-fact voice in Miami replied.

Twenty minutes later, however, the Radioman in Miami was becoming concerned; the helo was overdue to check-in.

"Coast Guard Rescue 4109 this is COMMSTA Miami. Request flight ops and position report, over," he called.

He waited nervously but heard only a chopper off the west coast calling Air Station San Diego for a routine check-in. "I bet the weather's better in San Diego," he thought.

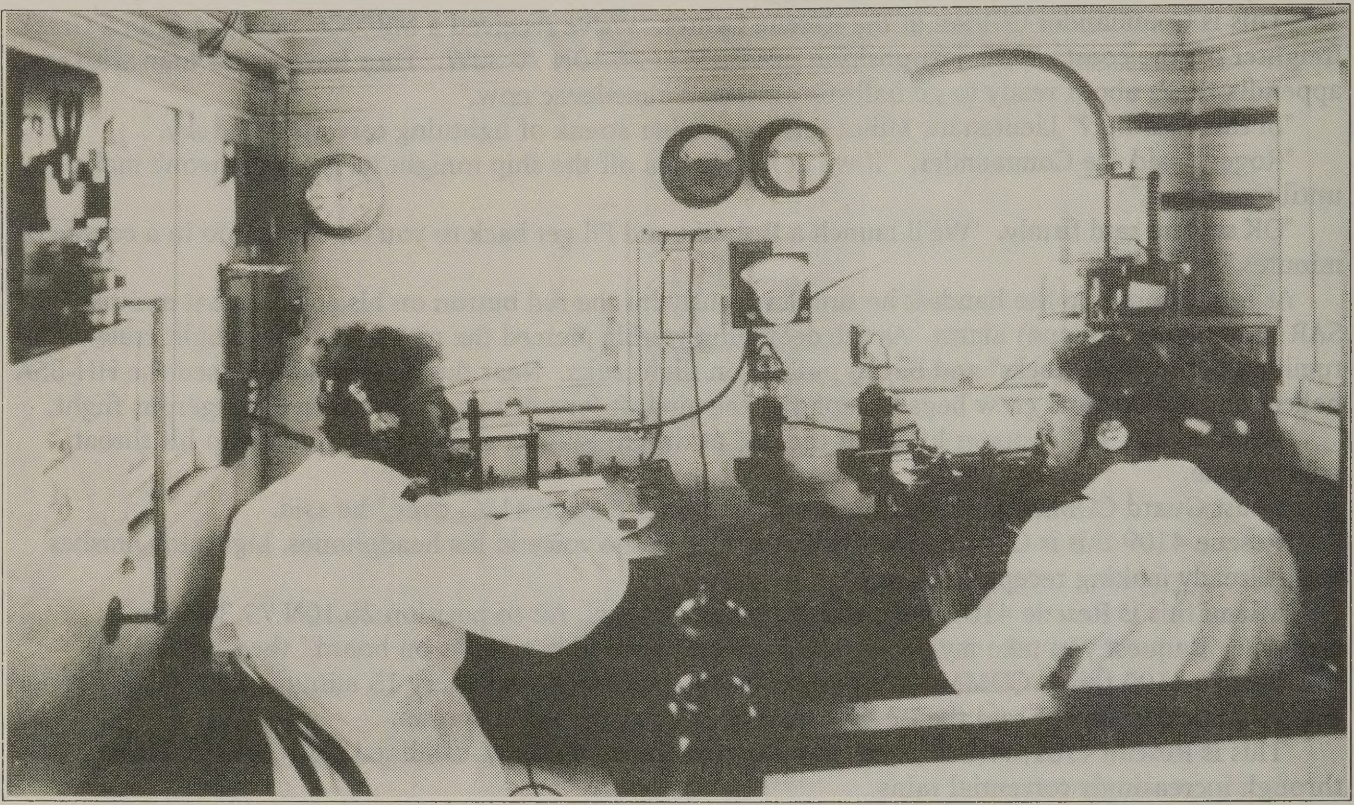
After a couple of more calls, he was ready to summon his supervisor when a static-filled voice in his receiver's speaker said, "COMMSTA Miami this is Rescue 4109. We have the victim onboard and the Corpsman has him stabilized. Request a phone patch with the SAR Doctor. Our ETA at Parkway General is approximately 45 minutes."

It may sound like the plot for an episode of Emergency, but if you own a short wave set capable of tuning single sideband signals, you can witness just this kind of excitement. You might also hear a high endurance Coast Guard Cutter as it rushes to the aid of a sinking passenger liner, get the latest hurricane warnings for the eastern seaboard, or tune in transmissions from such far-flung and exotic spots as Kure

Island or Iwo Jima. The whole trick is knowing when and where to listen.

This book will help the armchair adventurer tune in the excitement that can be heard as the Coast Guard fulfills its many missions. For the mariner or pleasure boater, it will provide important information on how to contact the Coast Guard should you need their assistance or services. And for everyone the book gives an account of the important role the Coast Guard has played in history and the development of communications.

So sit back, flip on your radio and standby for adventure!



A radio room on board a lighthouse tender off the southwest coast early this century.

ONE

The History, Missions and Organization Of The Coast Guard

The Coast Guard traces its earliest beginnings to the establishment of colonial America's first lighthouse. Boston Light, built on Little Brewster Island at the entrance to the harbor, was established in 1716.

During America's War of Independence, smuggling was as much patriotic as it was profitable. Those mariners who could successfully evade His Majesty's Navy were simply doing their part in the war effort. Once the fighting had ended, many of these "patriots" continued to ply their trade. With the fledgling nation in need of a strong treasury, those who continued to evade the tariffs had to be stopped.

In 1789, Secretary of the Treasury Alexander Hamilton convinced Congress to create a fleet of ten small, single masted "cutters" to enforce the new tariff laws. Built at a cost of about $1,000, they proved well worth the investment as the nation's imports and exports grew from $52 million to $205 million between 1790 and 1800.

Since 1790, the Revenue Marine (as it was then known) has grown and merged with several other services. These include the U.S. Lighthouse Service, the Steamboat Inspection Service, the U.S. Life-Saving Service and the Bureau of Navigation. In 1863 the name Revenue Cutter Service was adopted, and in 1915 the service became known as the U.S. Coast Guard.

Some other red letter dates in Coast Guard history include April 12, 1861, when the Cutter Harriet Lane fired the first shots in the Civil War; April 14, 1912, the International Ice Patrol was established as a result of the sinking of the luxury liner RMS Titanic; December 1919, the Coast Guard entered the "rum war" during prohibition; March 17, 1948, the Cutters Mackinaw and Acacia opened the passage from Buffalo to the Great Lakes, the earliest recorded for the winter season; and October 4, 1980, the Coast Guard assisted in the rescue of 563 people from the sinking liner Prinsendam.

Today's Coast Guard is tasked with a variety of missions that Secretary Hamilton could scarcely have imagined. They include:

1. To remain constantly ready to defend the United States, insure national security and protect national interests. The Coast Guard is the oldest continuous seagoing service, and has fought in nearly every war from the 1798-99 quasi war with France to the Viet Nam War.
2. To minimize loss of life and property, personal injury and property damage at sea and in U.S. waters.
3. To enforce the laws and international agreements of the United States.
4. To assure the safety and security of marine transportation, ports, waterways and related shoreside facilities.
5. To promote marine transportation and other waterborne activity in support of national economic, scientific, defense and social needs.
6. To protect the marine environment and its creatures.
7. To project the interests of the United States in relationships with the maritime nations of the world.
8. To assist other agencies in the performance of their duties and cooperate in joint maritime ventures.
9. To assure an effective United States presence in polar regions.
10. and (probably of greatest interest to readers of this book), to provide an effective maritime communications system.

There are some interesting fallacies about the Coast Guard that many people take to be fact. These include the belief that...

"*The Coast Guard is part of the Treasury Department.*" Well, it was for 177 years. In 1967, however, it was transferred to the newly created Department of Transportation (DOT).

"*The Coast Guard is part of the Department of Defense.*" Only in time of war and at the direction of the President. Then, the Coast Guard falls directly under the control of the Chief of Naval Operations. At all other times, it is strictly DOT.

"*The Coast Guard is not an armed or military service.*" The Coast Guard, along with the Air Force, Army, Marine Corps and Navy comprise the "Armed Forces" of the United States. The other uniformed (but not armed) services are the Public Health Service and the National Oceanic and Atmospheric Administration (NOAA).

"*The Coast Guard is a small organization.*" The U.S. Coast Guard accounts for the 12th largest "navy" in the world, has the 7th largest naval air force, and is without rival the world's largest "Coast Guard."

The Secretary of Transportation (SECTRANS) is the Coast Guard's "big boss." Directly under SECTRANS is the Commandant of the Coast Guard, who holds the rank of admiral. With headquarters in Washington, DC, he exercises control over the more than 37,000 men and women of the Coast Guard. Under him is the Vice Commandant (a Vice-Admiral) and the Chief of Staff (a Rear Admiral). The Chief of Staff in turn oversees a variety of headquarters offices such as Research and Development, Engineering, Navigation, Operations, Personnel and the Office of Command, Control and Communications (C^3). Among its many jobs, the C3 office sets all policy and gives guidance to the Coast Guard communications system. Along a different chain of command but still reporting directly to the Commandant are the Atlantic Area (LANTAREA) headquarters at Governor's Island, NY and the Pacific Area (PACAREA) headquarters at Alameda, CA. Responsible to the Area offices are 10 Coast Guard District offices. They are:

Atlantic Area - First District - Boston, MA
Second District - St. Louis, MO
Fifth District - Portsmouth, VA
Seventh District - Miami, FL
Eighth District - New Orleans, LA
Ninth District - Cleveland, OH

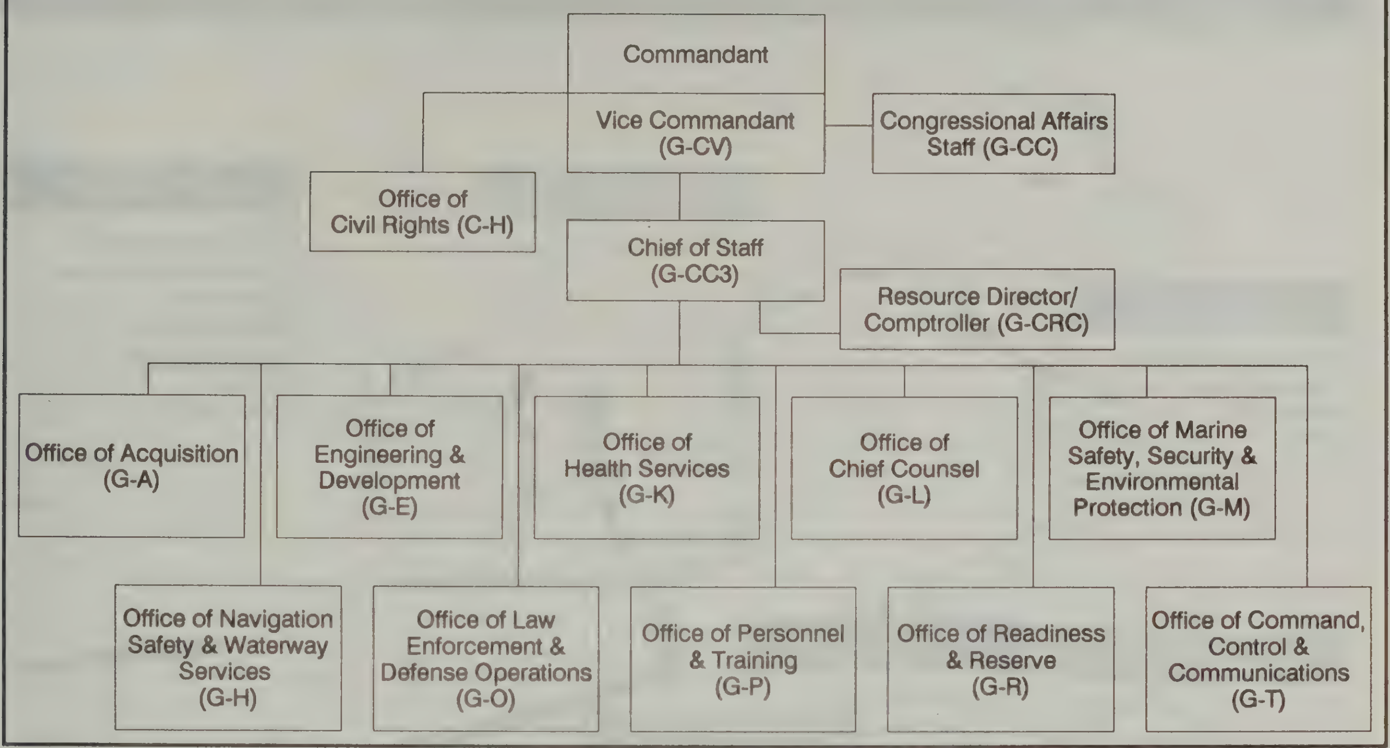
Pacific Area - Eleventh District - Long Beach, CA
Thirteenth District - Seattle, WA
Fourteenth District - Honolulu, HI
Seventeenth District - Juneau, AK

In addition to these commands, reporting directly to the Commandant is Coast Guard Activities Europe (ACTEUR) in London, England. Reporting to the Commander of the Seventh Coast Guard District is Coast Guard Greater Antilles Section (GANTSEC) in San Juan, Puerto Rico. On the other side of the globe, reporting to the Fourteenth District Commander are Coast Guard Marianas Section (MARSEC) on Guam and Coast Guard Far East Section (FESEC) just outside Tokyo, Japan.

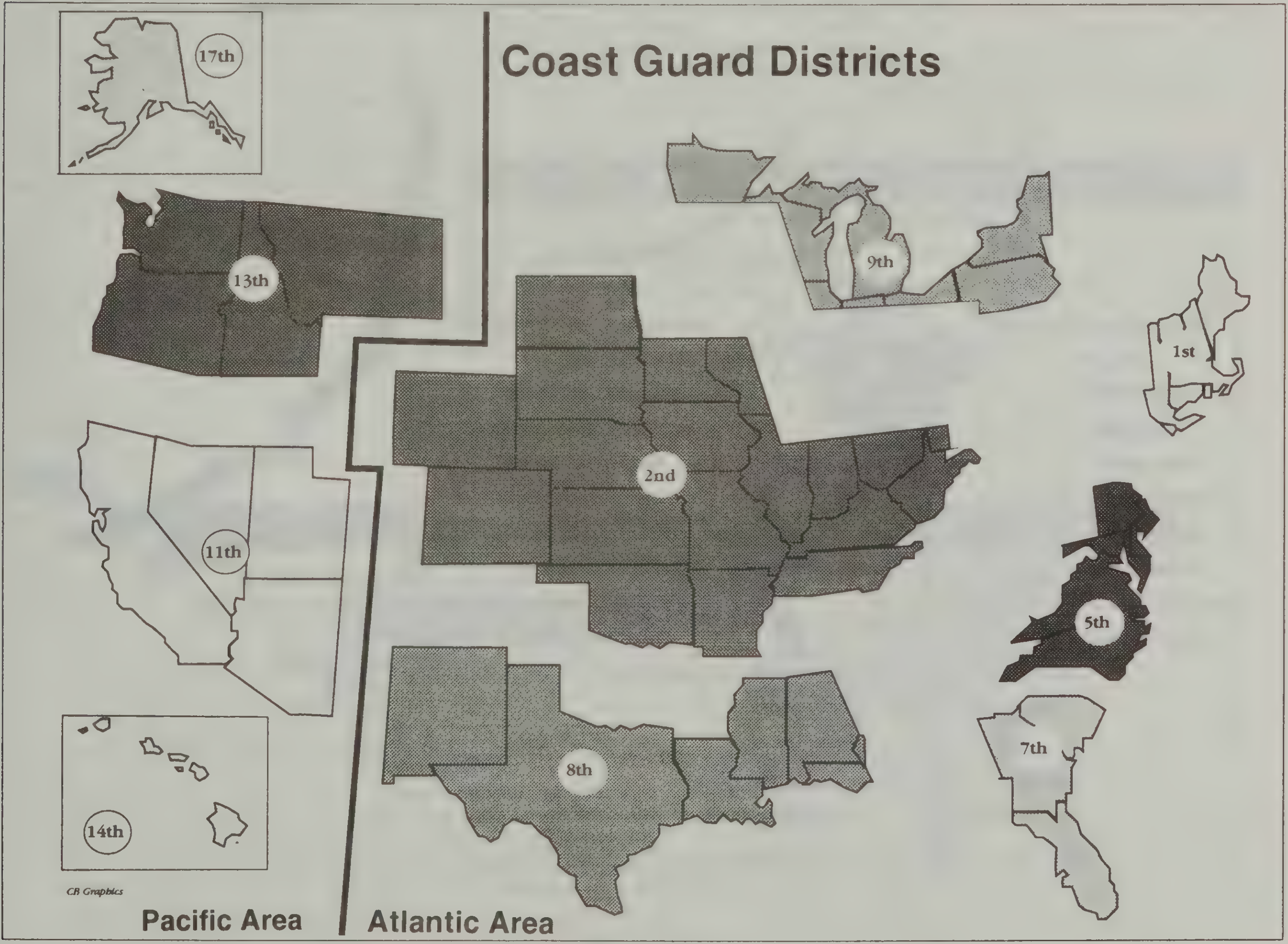
Finally, there are around 20 specialized units that work directly for Coast Guard Headquarters, and do not fall into the District Office chain of command. Examples are Training Centers at Petaluma, CA and Yorktown, VA, the Pay and Personnel Center in Topeka, KS, and the Coast Guard Institute in Oklahoma City, OK.

Looking more closely at how individual units are organized within their Districts, the general rule of thumb is Groups work for District offices and Stations work for Groups. Larger vessels generally take their orders directly from the District office, while smaller vessels are assigned to and take their orders from the Group or Station. Also located within and working directly for their District office are Com-

Department of Transportation
UNITED STATES COAST GUARD


Commandant
Vice Commandant (G-CV)
Congressional Affairs Staff (G-CC)
Office of Civil Rights (C-H)
Chief of Staff (G-CC3)
Resource Director/ Comptroller (G-CRC)
Office of Acquisition (G-A)
Office of Engineering & Development (G-E)
Office of Health Services (G-K)
Office of Chief Counsel (G-L)
Office of Marine Safety, Security & Environmental Protection (G-M)
Office of Navigation Safety & Waterway Services (G-H)
Office of Law Enforcement & Defense Operations (G-O)
Office of Personnel & Training (G-P)
Office of Readiness & Reserve (G-R)
Office of Command, Control & Communications (G-T)

Coast Guard Districts



CB Graphics

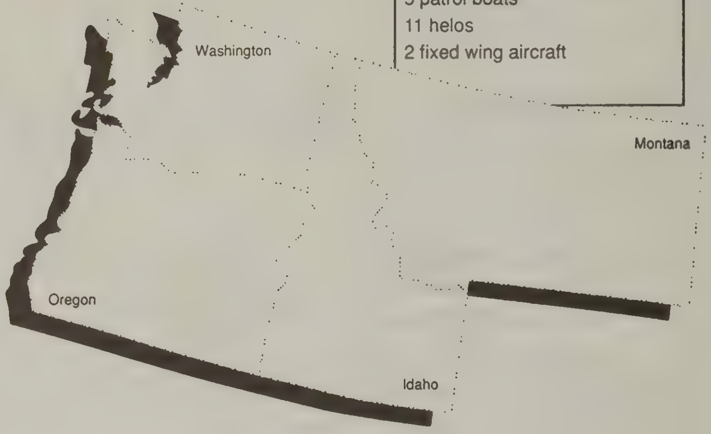
Pacific Area

17th District

- 2 medium endurance cutters
- 7 tugs and tenders
- 4 patrol boats
- 11 helos
- 6 fixed wing aircraft

13th District

- 1 high endurance cutter
- 3 medium endurance cutters
- 2 icebreakers
- 4 tugs and tenders
- 5 patrol boats
- 11 helos
- 2 fixed wing aircraft



14th District

- 1 high endurance cutter
- 3 tugs and tenders
- 4 patrol boats
- 3 helos
- 3 fixed wing aircraft

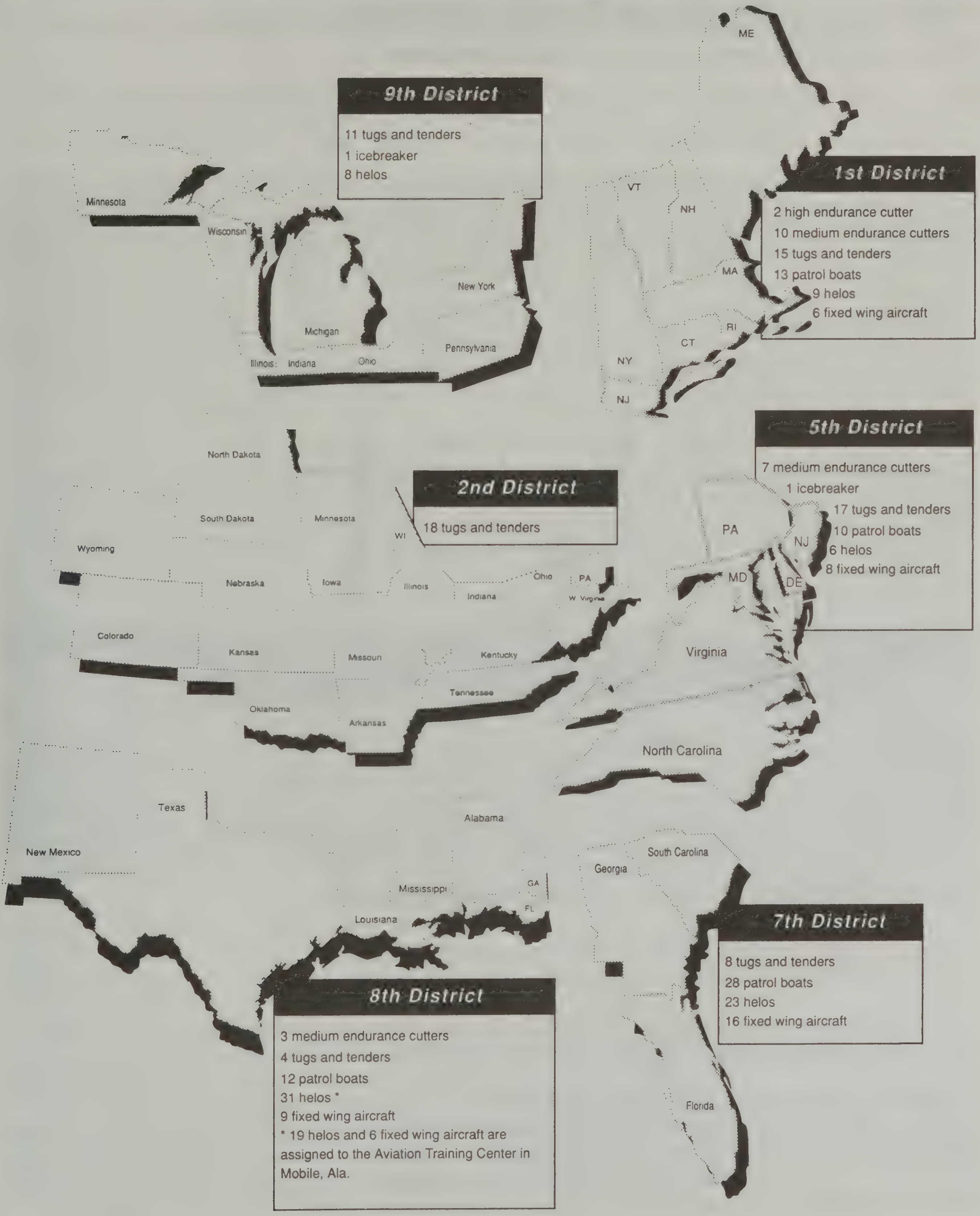
USCG Longe Range Aids to Navigation around the world

- Attu, Alaska
- Baudette, Minn.
- Caribou, Maine
- Carolina Beach, N.C.
- Dana, Ind.
- Estartit, Spain
- Fallon, Nev.
- George, Wash.
- Gesashi, Japan
- Grangeville, La.
- Hokkaido, Japan
- Iwo Jima, Pac. Islands
- Johnston Island, Calif.
- Jupiter, Fla.
- Kargaburun, Turkey
- Kodiak, Alaska
- Kure Island, S. Pacific
- Lampedusa, Italy
- Malone, Fla.
- Marcus Island, Japan
- Marianas, S. Pacific
- Middletown, Calif.
- Nantucket, Mass.
- Narrow Cape, Alaska
- Port Clarence, Alaska
- Port McNeil, Canada
- Raymondville, Texas
- Searchlight, Nev.
- Sellia Marina, Spain
- Seneca, N.Y.
- Shoal Cove, Alaska
- St. Paul Island, Alaska
- Sylt, Germany
- Tok, Alaska
- Upolu Point, Hawaii
- Yap, Pac. Islands

11th District

- 3 high endurance cutter
- 2 medium endurance cutters
- 2 tugs and tenders
- 17 patrol boats
- 13 helos
- 9 fixed wing aircraft

Atlantic Area



9th District

11 tugs and tenders
1 icebreaker
8 helos

1st District

2 high endurance cutter
10 medium endurance cutters
15 tugs and tenders
13 patrol boats
9 helos
6 fixed wing aircraft

2nd District

18 tugs and tenders

5th District

7 medium endurance cutters
1 icebreaker
17 tugs and tenders
10 patrol boats
6 helos
8 fixed wing aircraft

7th District

8 tugs and tenders
28 patrol boats
23 helos
16 fixed wing aircraft

8th District

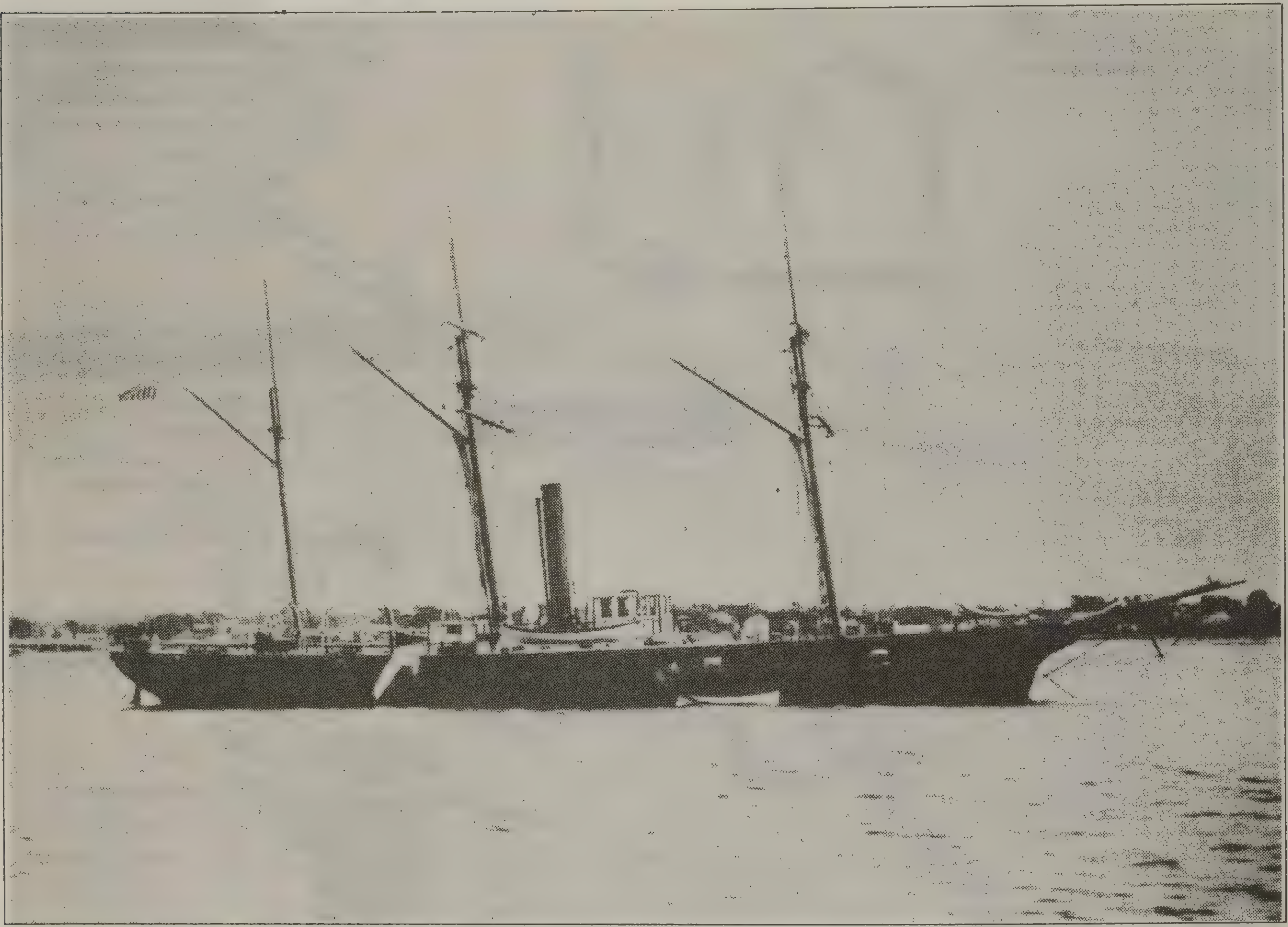
3 medium endurance cutters
4 tugs and tenders
12 patrol boats
31 helos *
9 fixed wing aircraft

* 19 helos and 6 fixed wing aircraft are assigned to the Aviation Training Center in Mobile, Ala.

munication Stations, Air Stations, and some other smaller units.

Thus, the Coast Guard is a complex and diversified organization of ships, boats, aircraft, shore stations and personnel. It is, by and large, decentralized in many aspects both administratively and operationally. A unit may simultaneously carry out a variety of mission tasks including law enforcement, environmental protection, aids to navigation and search and rescue.

This multi-mission posture allows a small organization to respond to a wide variety of maritime activities, quickly shifting gears as changing situations may dictate.



The Revenue Cutter Grant, first U.S. vessel to make practical use of radio.

TWO

COAST GUARD TELECOMMUNICATIONS

When it comes to communications "firsts," the Coast Guard can certainly claim to have been in on the ground floor. Just one year after Marconi's 1898 wireless experiments, a U.S. Lighthouse Service vessel was on the air. The August 24, 1899 edition of the San Francisco Call carried the following headlines:

THE RETURN OF THE TROOPS
(VIA TRANSPORT SHERMAN)
GLAD NEWS FLASHED BY WIRELESS TELEGRAPHY
FROM BEHIND AN OCEAN-HAZE CURTAIN

The message, flashed from wireless gear specially installed aboard San Francisco Lightship 70 concerned the return of American troops from the Spanish-American War.

The Lighthouse Service was evidently impressed with these results, as a radio station was installed experimentally on the Nantucket Lightship in 1901. Their faith in this new technology paid off a few years later.

On December 10, 1905, Lightship No. 58 on the Nantucket Shoals Station found itself riding out a heavy gale when suddenly the vessel sprang a severe leak. Since there was no recognized distress call like "SOS" at the time, the operator aboard Lightship 58 simply sent the word "HELP" over and over again. Although no ships replied directly to the call, the Naval radio station at Newport heard the transmissions and notified the proper authorities. The Lighthouse Tender Azalea got underway and upon arriving, passed a towline to the lightship. After a few hours, however, it became apparent that old No. 58 was going to sink. The Azalea took the 13 man crew off just before the lightship slipped beneath the violent waves.

Apparently the Revenue Marine (an ancestor of the Coast Guard) was also quick to see the promise of radio communications as an invaluable adjunct to safety at sea. In the early part of the century, opium smuggling and real "Shanghai-ing" of unwilling Chinese was a serious problem along the U.S. and Canadian Pacific coast. In August of 1903, approval was given to install wireless sets aboard the Revenue Cutter Grant, and at Port Townsend and Friday Harbor, Washington. The skipper of the Grant used the wireless to stay in touch with sources of information at Port Townsend.

Although off to a rocky start (a 1905 letter from the Secretary of the Treasury stated, "...the Revenue Cutter Service has no appropriations available for establishing wireless stations on Revenue Cutters..."), the next few years did in fact see equipment installed on the Cutters Gresham, McCulloch, Algonquin, Tahoma, Yamacraw, and Apache. By 1910, seventeen cutters were equipped with wireless gear.

Evidently, the Treasury Department had a change of heart during that period, as Acting Secretary of the Treasury Charles D. Hilles took pains to inform Congress of radio's value in search and rescue operations. He related a case in which the Cutters Gresham and Seneca raced to the scene of the sinking SS Republic off Nantucket. Using radio to coordinate their efforts, they took all of the Republic's crew off with no loss of life before it sank.

Speaking of the radio operator aboard his ship, the Captain of the Gresham said, "During all of the operations the wireless apparatus of the Gresham was in constant use, the operator rendering most exceptional, efficient and arduous service."[1]

In 1914, the Revenue Marine established a regular Medical Corps to treat its own people and those they came in contact with through their search and rescue duties. Quick to see the value of radio here as well, a 1915 communique stated, "...(the doctor's) skills were available to any and all seafarers...by an exchange of radio dispatches he might diagnose and treat a case a thousand miles away."[1]

Responding to the terrible Titanic disaster in April 1912, the cutters Miami and Seneca were directed to proceed to the vicinity of the Grand Banks of Newfoundland to keep tabs on the iceberg situation. Based out of Halifax, Nova Scotia, they sent daily messages giving the whereabouts of icebergs and other information. Thus the U.S. Coast Guard's participation in the International Ice Patrol began, a mission they continue to perform today.

During World War I, the Coast Guard moved to the control of the Navy, and many improvements were made to the existing Coast Guard communications system. This included inter-connecting many remote shore stations to aid in upgrading coastal security.

For roughly the first two decades of Coast Guard communications, the use of Navy shore stations and radio procedures was the rule. The first evidence of a Coast Guard shore radio station shows up in the January 1925 official list of Coast Guard units. Sporting the call sign NCG*, Rockaway Point Radio Station on Long Island is generally accepted as being the first for the Coast Guard. Thereafter, expansion appears to have really taken off. By late 1926 there were more than a score of Radio Stations including Nahant, MA (NCP), Block Island, RI (NGB), New London, CT (NLO), Cape Henry, VA (NHG), Woods Hole, MA (NGF), Cape May, NJ (NCY) and Key West, FL (NGK).

The years between the wars saw steady improvement and growth of the Coast Guard communication system. By 1936, many now familiar call signs could be heard on the air. A list of stations dated that year includes station NMC at Point Bonita, CA, NMF at Winthrop, MA and NMN Cape Henry, VA. There were, however, some significant differences. Call sign NOJ (now Kodiak, AK) was assigned to San Pedro, CA and NMG (now New Orleans) was used by Mobile, AL.

The Lighthouse Service, still an independent agency under the Commerce Department, was also active on 2 and 3 MHz frequencies with its own communications network. A 1938 list of stations shows WWAK at Anacapa Island, California Lighthouse and KCBO at Tillamook Rock, Oregon Lighthouse active on 2670 kHz. Listeners at that time could also tune to 3410 kHz and hear Lighthouse stations WPB at Portland, Maine, WRJ at Poe Reef, Michigan, WST Fry Tortugas, Florida, WWG from Cheboygan, Michigan and WWZ at Key West, Florida. A year later, incidentally, the Lighthouse Service became part of the Coast Guard.

The changing and expanding role of the Coast Guard and its communications system saw many new and unusual mission assignments. In 1937, famous aviator Amelia Earhart and her co-pilot Fred Noonan attempted to circumnavigate the globe in a small plane. The Coast Guard Cutter Itasca, then on another mission in the mid-Pacific, was directed to act as a radio beacon platform for Earhart and Noonan. The ship left Howland Island southwest of Hawaii, and had the last recorded contact with the ill-fated plane and it's crew on the morning of July 2. Itasca searched in vain until July 17, but found no trace of the aviators.

In the months just prior to America's entry into World War II, the Coast Guard Radio Station in Hawaii was asked to cooperate with the newly formed Naval communications intercept organization known as FRUPac (Fleet Radio Unit Pacific). FRUPac learned that the Coast Guard routinely received weather reports from ships at sea that included their positions as well (the Coast Guard continues to receive these synoptic weather observations or "OBS" even today). FRUPac asked for and received copies of the OBS from the merchant ships of potentially hostile nations greatly simplifying data collection and giving better and more timely information on the positions of many ships than was previously available. In his book Double Edged Secrets[2], FRUPac officer Captain W.J. Holmes said, "...FRUPac...had the support of at least one organization capable of intercepting on a useful scale."

Later in the war, the Coast Guard's expertise in the area of merchant ship communications proved extremely valuable. Lieutenant Commander Henry M. Anthony, a Coast Guard officer and skilled cryptologist, was instrumental in breaking and subsequently making use of intercepts in the Japanese merchant ship "maru code." Many tons of vital enemy supplies were undoubtedly sent to the bottom as a result of information gleaned from maru code intercepts.

After World War Two, an "Iron Curtain" descended upon Eastern Europe. The United States was expanding their Voice of America radio network to help pierce through this curtain, and needed a relay site in the southern Mediterranean. Their answer to the problem was to equip the 339-foot merchant ship Coastal Messenger with short wave and medium wave transmitters and special antennae. Commissioned as the Coast Guard Cutter Courier, the floating radio station sailed for the Mediterranean in 1952. She operated from Rhodes, Greece, and acted as a vital link in the VOA network until permanent facilities

The Coast Guard Cutter Courier, one time home of the Voice of America in the Middle East.

Voice of America transmitter room aboard the Coast Guard Cutter Courier.

were completed there in 1964.

Since the end of World War II, Coast Guard communications (now known as telecommunications) have sought to keep pace with the rapid advances in technology while still retaining the ability to communicate on the most fundamental levels.

The stated mission of the Coast Guard Telecommunication System is to:

1. Provide command and control of all Coast Guard forces.
2. Support timely and appropriate assistance to those in distress.
3. Support a telecommunications interface between the Coast Guard and the marine industry and/or boating public.
4. Insure telecommunications compatibility with other Government agencies, particularly military services, especially the U.S. Navy.
5. Provide administrative communications services for support of Coast Guard programs.

In carrying out this mission, Coast Guard communicators strive to provide their users with a system that is rapid, reliable and secure.

Today, the Coast Guard makes use of such widely diversified communication systems as single-sideband, VHF-FM, SITOR, radioteletype and even satellites. Yet at the same time, they are still able to answer and dispatch a response to an SOS on the old 500 kHz calling and distress frequency. The Coast Guard Radioman must be well versed and proficient in all areas of communication, propagation theory, transmitter operation and be able to do a certain amount of routine equipment troubleshooting as well. Diversity and flexibility are his keys to success.

---

[1] *From The United States Coast Guard 1790-1915 A Definitive History by Stephen H. Evans. Copyright 1949 U.S. Naval Institute, Annapolis, Maryland.*

[2] *From Double-Edged Secrets by W.J. Holmes. Copyright 1979, U.S. Naval Institute, Annapolis, Maryland.*

* *Today, NCG is used as a general call sign directed to any Coast Guard Shore station.*

THREE

COMMUNICATION STATIONS

It would be fair to say that the network of Communication Stations (or COMMSTAs) is the very cornerstone of the Coast Guard Telecommunications System. They provide the link that joins all major afloat units with their commands ashore, they provide a means for merchant vessels to send and receive information on weather and other critical marine safety information, they provide communications support to some vessels of the Navy's Military Sealift Command (MSC) and naval vessels of certain Allied nations, they support many research vessels operated by organizations such as NOAA and the Scripps Institute, they provide virtually all long-range SAR and MEDICO communications, they work with Coast Guard and other military aircraft operating off-shore, and the list goes on and on.

Fortunately for the listener, COMMSTAs are often the easiest Coast Guard units to hear. They operate on well known, widely published frequencies and make a variety of broadcasts on a regularly scheduled basis every day.

Currently, there are eight COMMSTAs serving the Coast Guard. They are:

NAME	CALLSIGN	ADDRESS
CAMSLANT Portsmouth	NMN	c/o NAVSECGRUACT Northwest Chesapeake, VA 23322-2598
COMMSTA Boston	NMF	P.O. Box 608 Marshfield, MA 02050-0005
COMMSTA Miami	NMA	16001 SW 117th Avenue Miami, FL 33177-1699
COMMSTA New Orleans	NMG	P.O. Box 520 Belle Chasse, LA 70037-0520
CAMSPAC San Francisco	NMC	1700 Sir Francis Drake Blvd P.O. Box 560 Pt. Reyes Station, CA 94956-0560
COMMSTA Honolulu	NMO	Wahiawa, HI 96786-3050
COMMSTA Kodiak	NOJ	Box 17 Kodiak, AK 99619-5000
COMMSTA Guam	NRV	NCWP Box 149 FPO San Francisco, CA 96630-1845

Note: Until recently, a ninth COMMSTA was in operation from San Juan, Puerto Rico. Station NMR, on the air for many years, was one of the busiest stations operated by the Coast Guard. For various reasons, NMR was closed around May of 1988 and many of its functions were absorbed by the Greater Antilles Section (GANTSEC) Office in San Juan and COMMSTA Miami. Radio broadcasts and other communications can still be heard from GANTSEC (call sign NMR1) on many frequencies. The station usually identifies as "Coast Guard San Juan." Any correspondence to the station should be directed to the following address: Radioman-in-Charge, U.S. Coast Guard, Greater Antilles Section, P.O. Box S-2029, San Juan, PR 00902.

As indicated above, two stations (Portsmouth and San Francisco) have been designated as CAMSLANT and CAMSPAC respectively (a concept developed by the Navy). The CAMS acronym stands for Communication Area Master Station, and denotes the fact that they are the senior station in each Area and as such, have certain added responsibilities.

A typical large COMMSTA is generally under the command of a Lieutenant or Lieutenant Commander. The smaller ones have a Chief Warrant Officer as CO. Additionally, filling the billet as

Operations Officer will be a Chief Warrant Officer with either a Senior or Master Chief Radioman acting as Radioman-in-Charge. Communications personnel usually include a Chief Petty Officer in charge of each of four watchstanding sections and an additional 28-45 radio watchstanders who actually operate the many circuits and equipment at the COMMSTA. Depending upon the location and configuration of the station roughly another 10 support personnel handling administrative, maintenance and repair functions round out the crew.

Watches at most COMMSTAs run for 12 hours, with watch sections changing at approximately 6:30 AM and 6:30 PM. Watchstanders typically work three day watches, have 3 days off, stand three mid watches, and have four days off.

In most instances, COMMSTAs only have receivers actually located at the station. In order to keep interference and receiver overloading to a minimum, transmitters are located at a point quite distant from the COMMSTA proper. At COMMSTA San Francisco, for example, the station (i.e. receiver site) is located at Pt. Reyes overlooking the National Seashore there, and the transmitters are located at Bolinas some 20 miles away.

Coast Guard COMMSTAs are frequently "tenants" of larger military commands. For example, COMMSTA Portsmouth is located at the Naval Security Group Activity Northwest, COMMSTA Boston is at Otis Air Force Base and COMMSTA Guam is at Naval Communication Area Master Station Western Pacific.

One of the easiest ways to begin tuning in the Coast Guard is via the Systems Coordination Net or "SCN." The net is intended for commands to exchange information related to SAR, operational, and administrative matters that require a timely, person-to-person exchange. In other words, it is something like a global party line that COMMSTAs use to communicate with Cutters, merchant vessels, other COMMSTAs and just about anyone else that needs to contact the Coast Guard. It is also widely used by many COMMSTAs for high seas broadcasts of weather and other information.

A wide variety of frequencies are allocated to the SCN. Although not all COMMSTAs use all frequencies, by tuning to the frequencies listed below you should begin to hear some of the action. These frequencies, by the way, are standard ITU-assigned "maritime mobile" channels. They are not exclusively military frequencies are designated for Coast Guard use. Thus, you will likely hear a variety of signals from other ships and shore stations.

The following list of stations with times and frequencies for broadcasts should be useful in getting started:

STATION	TIME (UTC)	FREQUENCIES	TYPE BCST
Portsmouth/NMN	0400	4428.7/6506.4/8765.4	WX
	0530	4428.7/6506.4/8765.4	WX
	1000	4428.7/6506.4/8765.4	WX
	1130	6506.4/8765.4/13113.2	WX
	1600	6506.4/8765.4/13113.2	WX
	1730	8765.4/13113.2/17307.3	WX
	2200	6506.4/8765.4/13113.2	WX
	2330	6506.4/8765.4/13113.2	WX
San Francisco/NMC	0430	8765.4/13113.2	NTM
	1030	8765.4/13113.2	NTM
	1630	8765.4/13113.2/17307.3	NTM
	2230	8765.4/13113.2/17307.3	NTM
Honolulu/NMO	0545	6506.4/8765.4	WX
	1145	6506.4/8765.4	WX
	1745	13113.2	WX
	2343	13113.2	WX
Guam/NRV	0330	13113.2	WX
	0930	6506.4	WX
	1530	6506.4	WX
	2130	13113.2	WX
Kodiak/NOJ	0203	6506.4	WX
	1645	6506.4	WX

Notes: WX = Weather broadcast NTM = Notice to Mariners broadcast

One last comment on SCN: this is a duplex net. In other words, shore stations transmit on one frequency and ships transmit on another paired frequency. If you own two receivers you can listen to shore stations on one and ships on the other. Otherwise you must choose which side of the conversation you want to hear.

SCN FREQUENCY PAIRS

SHORE TRANSMIT	SHIP TRANSMIT
4376.0	4081.6
4400.8	4106.4
4428.7*	4134.3*
6506.4*	6200.0*
6512.6	6207.6
6518.8	6212.4
8718.9	8195.0
8765.4*	8241.5*
8768.5	8244.6
8774.7	8250.8
13113.2*	12342.4*
13150.4	12379.6
13156.6	12385.8
13196.9	12427.5
17248.4	16475.5
17270.1	16497.2
17307.3*	16534.4*
17347.6	16574.7
22611.5	22015.5
22648.7	22052.7
25414.0	24835.0
27783.0	27588.0
29890.0	29907.0

Note: * indicates most active frequencies.

If you are fortunate enough to be able to understand or "copy" CW (Morse Code) signals, then another avenue for logging Coast Guard COMMSTAs is open to you. All COMMSTAs operate CW circuits. Most are designed for communicating with merchant ships that still rely on this mode for reasons of economy, language differences, etc. Morse Code and its associated shorthand of "Q signals," along with the International Code of Signals (INTERCO) make CW pretty much a universal language.

Merchant vessels transmit synoptic weather observations (OBS), distress or medical emergency (MEDICO) information, fishery reports and AMVER (Automated Mutual-Assistance VEssel Rescue System) messages to COMMSTAs over these circuits.

For roughly the first half-century that merchant ships were equipped with radios there was no system for keeping track of their locations. In April, 1958, however, commercial shipping representatives and the U.S. Coast Guard began discussions aimed at changing that situation. Just two months later, on July 18, 1958, the AMVER system was born. Then known as the Atlantic Merchant Vessel Reporting System, it was and is headquartered in New York City.

Just two years after it’s inception, the system’s database contained information on over 5,000 ships and had on average 770 vessels "on plot" continuously. By 1962, rescue centers in Ireland and the United Kingdom were participating, and in 1963 the AMVER System became global in coverage.

Basically, the AMVER system is a huge data pool of information on merchant shipping, voluntarily supplied by participants in the program. It contains information on sailing plans, updated position reports, course, speed, destination, details on medical facilities and communications and any other information that the ship may feel is valuable.

In the event of a medical emergency or when a ship becomes endangered, the operator at the AMVER Center at Governors Island, New York can query the computer for what is called a SURPIC (SURface PICture). The SURPIC is an instant look at all AMVER participating ships within whatever geographic boundaries are specified by the operator.

Say for example the M/V Sea Breeze reports that they are taking on water in position 22° 15’N, 59° 36’W. The AMVER Center can ask the computer for a list of all ships within a 100 nautical mile radius of that position. The SURPIC also provides information on distance from the vessel in distress, how long it will take to get there, what coastal station(s) they have their "guard" with, if there is a doctor onboard, etc.

The role of the Communication Station in the AMVER System is important. First, the messages (called AMVERs) giving sailing plans and other information for submission to the AMVER data base are frequently relayed through COMMSTAs. AMVERs are given high priority and rapidly sent over teletype circuits for automatic input to the AMVER computer. Second, when the system is activated during an emergency it is often the COMMSTAs that contact the ships responding to the call for help, giving them updated and amplified information on the situation.

A typical AMVER message from a ship leaving port might look something like this:

AMVER/SP//	AMVER type (sail plan)
A/SEA BREEZE/ELAB//	Vessel name and call sign
B/150600Z//	Departure time
E/195//	Course in degrees
F/135//	Speed (13.5 knots)
G/NEW ORLEANS/2910N/09010W//	Departure port
I/VERACRUZ/1815N/09630W/161800Z//	Destination, arrival time
L/RL/200/2500N/09115W/151800Z//	Routing information
L/RL/210/1645N/09500W/161600Z//	Coastal radio station(s)
M/WLO/XFM//	Coastal Stations Ship Monitors
V/NURSE//	Medical information

From humble beginnings, the AMVER System has grown to include the participation of over 100 coastal and Coast Guard Communication stations around the world. Each year, AMVER plots over 100,000 voyages of ships from nearly every country on the globe.

Morse code transmission from COMMSTAs can be heard via several circuits. These include their regular high frequency (HF) ship to shore CW circuits (used to receive and send messages from and to ships on the high seas), medium frequency CW circuits (400-500 kHz) and CMP broadcast circuits. Information on each of these circuits is covered below.

The HF CW circuits operate pretty much in the same manner as commercial coastal stations (like KFS or WCC). They transmit a continuous CQ message on one frequency while listening on another. When a ship station calls, the operator stops the CQ message and answers the ship. The MF CW circuits are similar, except there is no continuous CQ message sent. Instead, the operator listens on 500 kHz, and when a call is received, he and the ship shift to working frequencies.

STATION	FREQUENCIES
Boston/NMF	472
Portsmouth/NMN	448, 8465, 12718.5, 16976(D)
Miami/NMA	440
New Orleans/NMG	432
San Francisco/NMC	448, 6383(N), 8574, 16880.9(D)
Honolulu/NMO	440, 8650, 12889.5, 22476(D)
Guam/NRV	466, 8582(N), 12743, 17146.4, 22527(D)
Kodiak/NOJ	470
Adak, AK (keyed by NOJ)	450

N = Night use D = Daytime use

Also for CW-hounds are the "CMP" broadcasts. Responsibility for the CMP broadcasts was taken over from the U.S. Navy a few years ago as it divorced itself from the CW business. CMP is the old Fleet Composite CW Broadcast, and consists of simultaneously keying transmitters in several widely separated locations. The master stations are all Coast Guard but many of the remotely keyed transmitters are Navy owned and operated. The broadcasts contain weather, Hydropac and Hydrolant messages (the military version of Notices to Mariners), and sometimes unclassified message traffic for merchant vessels under government contract. The CMP broadcast stations and locations are:

LCMP (Atlantic/Mediterranean Fleet/General CW Broadcast)

STATION	CALL	FREQUENCIES
CG CAMSLANT Portsmouth, VA	NMN	8090, 12135, 16180, 20225
NAVCOMMSTA Key West, FL	NAR	5870, 25590
NAVCOMMSTA Thurso, Scotland	GXH	3724, 7504.5, 12691
NAVCOMMSTA Keflavik, Iceland	NRK	5167
NAVCOMMSTA Rota, Spain	AOK	5917.5, 7705, 22919
NAVCOMMSTA Nea Macri, Greece	NGR	4623, 13372.5

FCMP (Eastern Pacific Fleet/General CW Broadcast)

STATION	CALL	FREQUENCIES
CG COMMSTA Honolulu	NMO	9050, 13655, 16457.5, 22472
NAVCOMMSTA Stockton, CA	NPG	3268, 6428.5, 9277.5, 12966

GCMP (Western Pacific Fleet/General CW Broadcast)

STATION	CALL	FREQUENCIES
CG COMMSTA Guam	NRV	8150, 21760
NAVCOMMSTA San Miguel, Philippines	NPO	4445, 10440.5, 12867
NAVCOMMSTA North West Cape, Australia	NWC	12939, 20775
NAVCOMMSTA Diego Garcia	NKW	12664.5, 22945

Note: When transmission are made on these circuits, you will hear all callsigns transmitted, one after another (e.g. CQ CQ CQ DE NRV/NPO/NWC/NKW). By checking the frequency, however, you can determine which station you are actually hearing.

Morse code (CW) has been a mainstay for the Coast Guard for decades. A newly developed mode of communication which is gaining in popularity is SITOR.

SITOR (yet another acronym!) stands for SImplex Teletype Over Radio. Its purpose is to permit transmission of radio teletype messages with reduced errors. The system consists of a transmitter, receiver and "ARQ" terminal at each end of the circuit. The ARQ terminal is really a specialized computer that "talks" to another computer at the other station at the transmitting end of the circuit, the text of a message is transmitted three letters at a time. After each three-letter group is transmitted it is analyzed by the ARQ terminal at the receiving end. If the three-letter group was received correctly the transmitter at the receiving end will be keyed automatically and made to transmit a data word acknowledging correct receipt. On the other hand, if any of the three letters in the group is found to be garbled, the transmitter at the receiving end is caused to transmit a data word requesting retransmission (automatic request for repetition-ARQ) of the three letters. Although this transmission mode is considerably slower than conventional teletype, the benefits gained by this nearly error-free reception are very attractive.

Another variation of the SITOR mode is called FEC (Forward Error Correction) operation. This "one way" mode is used by COMMSTAs for broadcasts of weather and other marine information such as Notices to Mariners.

Several companies are now producing reasonably priced receive-only equipment that will interface with popular computers to decode not only SITOR, but also standard radio teletype and even Morse Code transmissions.

A final way to tune in many COMMSTAs is on the 2 mHz band. A few years ago, some "crystal ball" types had predicted that use of this band for maritime communications would soon be a part of history. Anyone who tunes to 2182 kHz on a winter night will find this far from the case.

In addition to COMMSTAs, many Groups make extensive use of this band for regular Marine Information Broadcasts (MIBs), and for SAR broadcasts and communications. Best bet is to park your receiver on 2182 kHz and just listen for awhile. During the evening hours you will likely hear several "preliminary" call ups. This means a COMMSTA or Group will say something like this:

> "Hello all stations, hello all stations, hello all stations, this is United States Coast Guard Corpus Christi, Texas Group, United States Coast Guard Corpus Christi, Texas Group, for Coast Guard marine information broadcast listen 2670 kHz, out."

You can then tune your receiver to 2670 kHz and see what Group Corpus has to say. In the case of a regular broadcast, you will be directed to shift to this frequency. If, however, this is a distress-type broadcast (prefaced with "Mayday Relay"), the Coast Guard station will likely stay on 2182 kHz for the whole transmission.

Many of the Groups and Stations listed in Chapter 5 can be heard at great distances on 2182/2670 kHz. In fact, the other frequencies they use may not be hearable outside their immediate area.

Using only modest equipment and a simple longwire antenna the author regularly heard the 1 kw transmitter of Group Humboldt Bay, California on 2182 kHz from his listening post on Guam. And with perfect readability!

FOUR

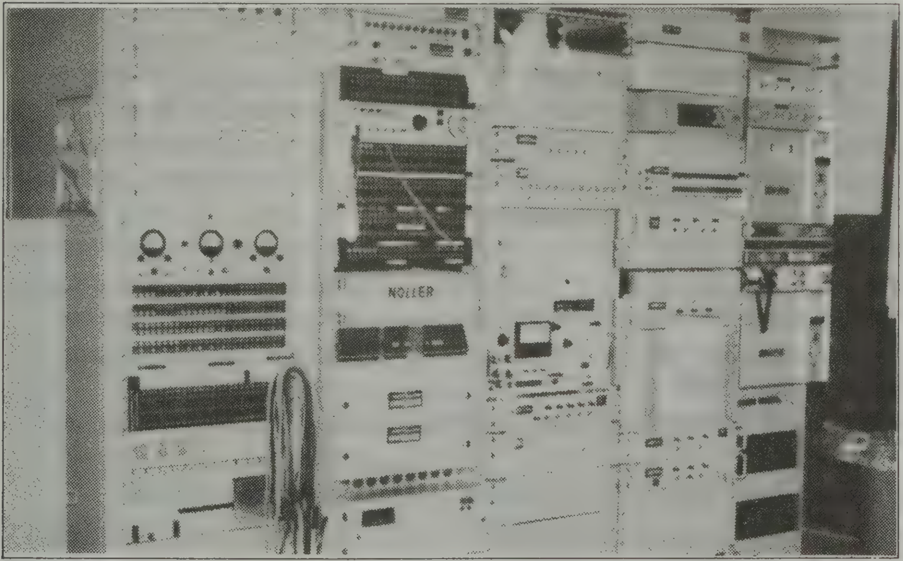
LORAN AND OMEGA STATIONS

For centuries mariners trusted the stars and other celestial bodies to guide them on their ocean voyages. As WW II approached, however, scientists in Britain and the United States were busy developing what they hoped would be a more reliable system that did not depend upon clear skies and a skilled eye. Their solution to this ancient problem was LORAN.

Originally designed to operate in the high frequency spectrum, designers eventually decided that the ground wave propagation necessary for long range navigation could be better obtained at medium frequencies. The frequencies selected were in the 1.7 to 2.0 MHz range.

LORAN (an acronym for LOng Range Aids to Navigation) was used for both sea and air navigation during WW II. The system was highly classified in its early stages; officials feared that the signals were susceptible to jamming and might also be used by the enemy.

The U.S. Coast Guard became involved in LORAN systems in the Spring of 1942. First experiments involved stations set up at Montauk Point, Long Island and Fenwick Island, Delaware. These stations later became the nucleus of the first operational LORAN-A chain.



Top: Administration Building at LORAN Station, Gesashi, Okinawa.
Above: Equipment control room at LORAN Station, Gesashi, Okinawa.

The next set of stations was established in Nova Scotia with the cooperation of the Royal Canadian Navy. Signals were received at distances of 680 miles during the day and 1,300 miles at night, proving the value and practicality of the system.

The system proved so valuable, in fact, it was quickly expanded to the Aleutian Islands, Bering Sea and then the Central and South Pacific to aid the air and sea operations there. Receiving gear was also installed in bombers being ferried across the Atlantic.

This first LORAN system, called LORAN-A, was used from WW II until it was replaced by today's LORAN-C in the 1970's. LORAN-A had a useable range of 600- 800 nautical miles over seawater, but considerably less over land. As a result, many LORAN-A transmitting stations were needed to provide useful service.

In a nutshell, LORAN operates like this: a master station transmits a synchronized pulse signal at a very precise rate. Two or more slave stations at other locations receive the master signal, then transmit their own pulses in response. A mobile station (onboard a ship or aircraft) receives these coordinated signals and using time-difference measurements determines its location in relation to the LORAN transmitters. The first receivers were manually operated and the operator was required to match the pulses on a scope, then count the timing markers to get time differences. A fairly high degree of skill was required to get accurate LORAN fixes. By comparison today's LORAN receivers are equipped with digital displays that give a direct, continuous latitude and longitude showing degrees, minutes and seconds, along with other information.

In the early days of LORAN-A, scores of stations were scattered around the globe to cover all major shipping lanes. In 1946, there were no less than 49 LORAN-A stations on the air. From the Arctic to the Philippines, LORAN-A stations kept many sailors off the rocks and headed safely for their next port of call.

Some of the best "sea stories" told in the Coast Guard are of the old Cutters Kukui and Unalga. Small cargo ships (AK's) obtained from the Navy after WW II, the 339-foot long vessels carried the materials to build many of the LORAN stations in the Philippines, Carolines and on other Pacific islands. Once the stations were on the air, they continued to supply the isolated crews that operated them with food, water, fuel and everything else they needed to stay on the air.

Some LORAN stations proved too inaccessible for even the Kukui or Unalga to reach, so three smaller ships, the Nettle, Spruce and Trillium, each 177-feet long, were obtained for resupply duties. The crews of these ships worked hard and played hard, hitting liberty ports that many of us can only dream about.

As technology improved, engineers turned to the idea of using lower frequencies for a LORAN system. The stability, great range and the fact that atmospheric propagation has little effect on very low frequencies led to the development of LORAN-C. Operating in the 90-110 kHz range, far fewer stations located at much greater distances are sufficient to provide useable LORAN signals.

The first overseas LORAN-C chain was located in the Mediterranean. Nicknamed "Tack," the master station was located at Simeri Crichi, Italy, and slave stations were at Marble Arch, Libya and Kargabarun, Turkey.

Over the years, LORAN has seen many variations (some more sinister than others). NAROL (LORAN spelled backwards) was a technique for NUDES, a nuclear detonation system. LORET (LORAN RETransmission) was experimented with and is used for windfinding. CYTAC was an Air Force system developed for all weather long range tactical bombing. LORAN-D was another Air Force system developed for a weapons delivery system.

In the early 1960's the Coast Guard developed Clarinet Pilgrim - a system in which the Navy Fleet Broadcast was superimposed on LORAN-C signals in the western Pacific. It was used extensively by the U.S. submarine force for many years until it was phased-out in the 1980's.

During the Vietnam War a LORAN-C network was set-up to serve vessels operating in the Gulf of Tonkin and other Vietnamese coastal waters. Constructed between 1965 and 1969, it included stations at Con Son (a mountainous little island about 100 miles off the southern tip of South Vietnam), at Tan My in the northeast of the country near Hue and a third station in Thailand.

For the listener, LORAN-C transmissions themselves are quite boring. However, many LORAN stations (especially in the Pacific) conduct voice communications in the HF bands on a regular basis to make signal adjustments and conduct other routine administrative business. HF is used because stations in such places as Marcus Island have no submarine cable or other way of staying in touch with the rest of the world.

The various LORAN-C chains presently in operation are listed below, as are frequencies used for voice communications. Careful and patient tuning will often be necessary to hear these stations, however listeners will be hard pressed to hear any other types of communications from places like Marcus and Iwo Jima Islands. Some stations may be part of more than one chain, transmitting signals at one rate in one chain and another rate in the other chain.

A list of all LORAN stations now on the air with call signs and mailing addresses appears at the end of this chapter.

LORAN stations are an excellent way to hear and verify rarely heard locations and countries.

LORAN-C STATIONS

CANADIAN EAST COAST CHAIN

Master - Caribou, Maine
Slave X - Nantucket, Massachusetts
Slave Y - Cape Race, Newfoundland
Monitor - St. Anthony, Newfoundland

Frequencies: Not available.

CANADIAN WEST COAST CHAIN

Master - Williams Lake, British Columbia
Slave X - Shoal Cove, Alaska
Slave Y - George, Washington
Slave Z - Port Hardy, British Columbia

Frequencies: Not available.

CENTRAL PACIFIC CHAIN

Master - Johnston Island
Slave X - Upolu Point, Hawaii
Slave Y - Kure Island
Monitor - Honolulu, Hawaii

Frequencies: 4050, 5063, 7473, 9303, 9630, 12205

GREAT LAKES CHAIN

Master - Dana, Indiana
Slave W - Malone, Florida
Slave X - Seneca, New York
Slave Y - Baudette, Minnesota

Frequencies: Not available.

GULF OF ALASKA CHAIN

Master - Tok, Alaska
Slave X - Narrow Cape, Alaska
Slave Y - Shoal Cove, Alaska
Monitor - Kodiak, Alaska

Frequencies: 2748, 2809, 4531, 4575, 5226, 5317, 5422, 5745, 6812, 6935, 6945, 7441, 9073, 10368.5, 12150

MEDITERRANEAN CHAIN

Master - Sellia Marina, Italy
Slave X - Lampedusa Island, Italy
Slave Y - Kargabarun, Turkey
Slave Z - Estartit, Spain

Frequencies: 3625.5, 3798, 5066, 5123, 6943.5, 7441, 8021.5, 8111, 9396, 9474, 10333.6, 10938.5, 10958.5, 13665.5, 15723, 16044.5, 18963, 20262.5, 22823, 24088.5, 26825

NORTH ATLANTIC CHAIN

Master - Angissoq, Greenland
Slave W - Sandur, Iceland
Slave X - Ejde, Faeroe Islands
Slave Z - Cape Race, Newfoundland
Monitor - Keflavik, Iceland
Monitor - St. Anthony, Newfoundland

Frequencies: 3607, 4857.5, 7512.5, 7717.5, 10337.5, 13423, 13707

NORTH PACIFIC CHAIN

Master - St. Paul Island
Slave X - Attu Island
Slave Y - Port Clarence, Alaska
Slave Z - Narrow Cape, Alaska
Monitor - Kodiak, Alaska

Frequencies: 2748, 2809, 4531, 4575, 5226, 5317, 5422, 5745, 6812, 6935, 6945, 7441, 9073, 10368.5, 12150

NORTHEAST U.S. CHAIN

Master - Seneca, New York
Slave W - Caribou, Maine
Slave X - Nantucket, Massachusetts
Slave Y - Carolina Beach, North Carolina
Slave Z - Dana, Indiana

Frequencies: 2413, 3256, 4048.5, 5313, 7377.5, 9278.5, 11513.5

NORTHWEST PACIFIC CHAIN

Master - Iwo Jima Island
Slave W - Marcus Island
Slave X - Hokkaido, Japan
Slave Y - Gesashi, Okinawa
Slave Z - Guam Island
Monitor - Yokota, Japan
Commsta - Guam

Frequencies: 2660, 3786.1, 4550.1, 4883, 5063.6, 5315.5, 5320, 7580, 7836.6, 7918.5, 8063.6, 9223.6, 10523.6, 11028, 11606, 13608.6, 15875, 15922, 17488.6, 19297.1

NORWEGIAN SEA CHAIN

Master - Ejde, Faeroe Islands
Slave X - Bo, Norway
Slave W - Sylt, West Germany
Slave Y - Sandur, Iceland
Slave Z - Jan Mayen, Norway
Monitor - Shetland Islands, UK

Frequencies: 3607, 4857.5, 7512.5, 7717.5, 10337.5, 13423, 13707

SOUTHEAST U.S. CHAIN

Master - Malone, Florida
Slave W - Grangeville, Louisiana
Slave X - Raymondville, Texas
Slave Y - Jupiter, Florida
Slave Z - Carolina Beach, North Carolina

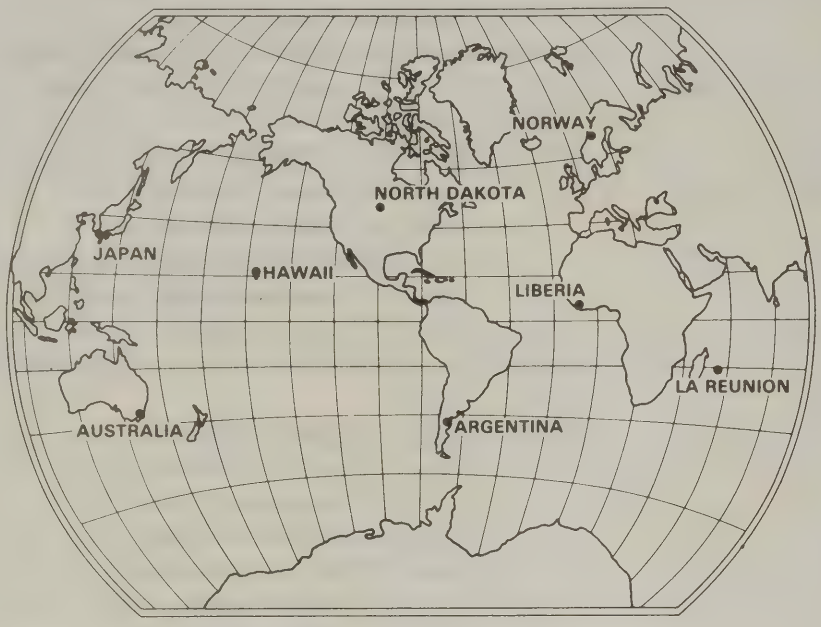
Frequencies: 2413, 3256, 4048.5, 5313, 7377.5, 9278.5, 11513.5

U.S. WEST COAST CHAIN

Master - Fallon, Nevada
Slave W - George, Washington
Slave X - Middletown, California
Slave Y - Searchlight, Nevada

Frequencies: Not available.

Note: Unlike remotely located stations in such places as Iwo Jima or Alaska, most LORAN stations in the continental USA are connected to the master and to each other by landline (telephone) circuits. This makes long range radio circuits by and large unnecessary. A thorough check of both official and unofficial frequency lists turned up no frequencies assigned to or used by these stations.

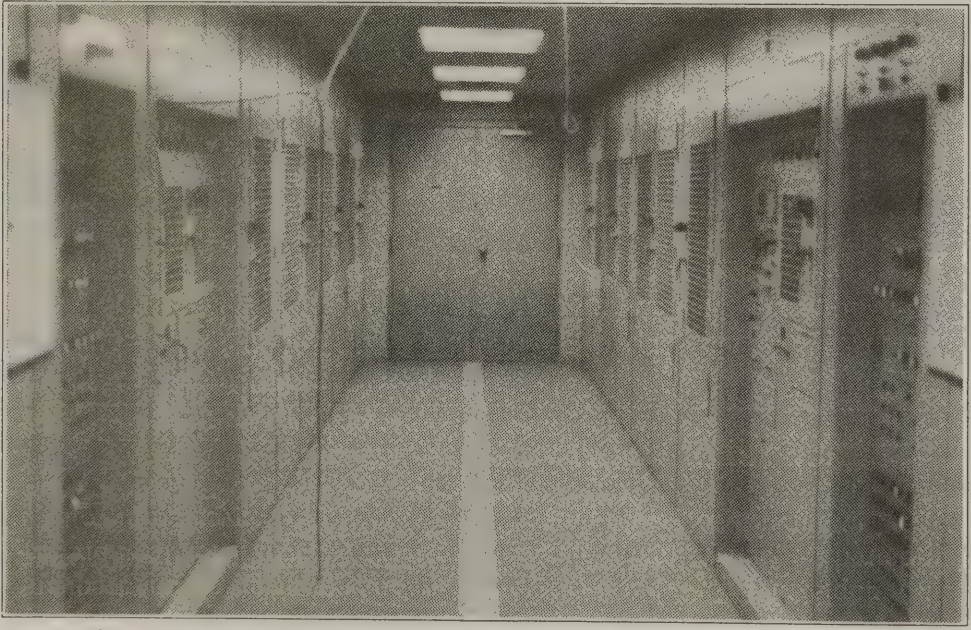


Location of Eight OMEGA Stations

Another navigation system that compliments LORAN is OMEGA. Developed by the U.S. Navy, the Coast Guard took over the system in 1978. Originally developed to be the successor to LORAN, OMEGA proved to be less accurate than LORAN. Although it is usable at much greater distances (up to 5,000 miles), OMEGA's accuracy is only about 1-2 miles. Positions based on LORAN-C fixes at its maximum range of 1,200 miles are accurate to about one-tenth to one-half mile. OMEGA signals themselves are transmitted on very low frequencies in the 10 to 14 kHz range.

Only two OMEGA stations are operated by the U.S. Coast Guard. These stations are in Hawaii and at La Moure, North Dakota. Other stations in this global network are in Norway, Liberia, La Reunion, Argentina, Australia and Japan. Stations are operated by the national governments.

Information on the two USCG-operated OMEGA Stations is included with the list of Loran station, at the end of this chapter. Communications between the stations in the OMEGA network are conducted primarily using either landline or satellite links.



Transmitter room at LORAN Station, Gesashi, Okinawa.

LORAN STATIONS

STATION NAME	LOCATION	CALLSIGN	ADDRESS
Angissoq	Greenland	OVY	*
Attu	Alaska	NMJ22	c/o CG Support Center P.O. Box 90 Kodiak, AK 99619-5000
Baudette	Minnesota	#	Baudette, MN 56623-0547
Bø	Norway	JXL	*
Cape Race	Newfoundland	VDB	*
Caribou	Maine	NMF33	RFD #2, Box 2250 Caribou, ME 04736-9632
Carolina Beach	N. Carolina	NMN73	P.O. Box L Carolina Beach, NC 28428-0359
Dana	Indiana	#	P.O. Box 530 Dana, IN 47847-0530
Ejde	Faeroe Islands	OUN	*
Estartit	Spain	AOB50	Box 1 APO NY 09401-5384
Fallon	Nevada	#	P.O. Box 1800 Fallon, NV 89406-1800
George	Washington	#	P.O. Box 5112 George, WA 98824-0112
Gesashi	Okinawa	NRT2	Box CG FPO Seattle 98770-0053
Grangeville	Louisiana	#	P.O. Box 1015 Denham Springs, LA 70727-1015
Guam (Commsta)	Finegayan	NRV	NCWP Box 149 FPO SF 96630-1845
Hokkaido	Japan	NRT9	FPO Seattle 98763-0006
Iwo Jima	Minami Tori Shima	NRT3	FPO Seattle 98781-0006
Jan Mayen	Norway	JXP	*
Johnston Island	Central Pacific	NRO	APO SF 96305-5000
Jupiter	Florida	NMA7	13800 S.E. Federal Hwy. Hobe Sound, FL 33455-3699
Kargabarun	Turkey	NCI4	APO NY 03980-5000
Keflavik	Iceland	TFR2	Keflavik, Box 37 FPO NY 09571-1237
Kodiak (monitor)	Alaska	NMJ26	LORAN Monitoring Sta. c/o CG Support Center Attn: #32 Kodiak, AK 99619-5000
Kure Island	Kure Island	NRO7	FPO SF 96619-0006
Lampedusa	Italy	NCI3	Box 125 FPO NY 09520-5000
Malone	Florida	#	P.O. Box 387 Malone, FL 32445-0387
Marcus Island	Northwest Pacific	NRV6	FPO Seattle 98782-0006
Marianas (Barrigada)	Guam	NRV9	Box 176 FPO San Francisco 96630-5000
Middletown	California	#	Middletown, CA 95462-9999
Nantucket	Massachusettes	NMF32	Siasconset, MA 02564-9999

Narrow Cape	Alaska	NMJ24	c/o CG Support Center Box 80 Kodiak, AK 99619-5000
Port Clarence	Alaska	NRW3	Nome, AK 99762-9993
Port McNeil	Brit. Columbia	#	Telecom Station Mgr. LORAN Transmitting Sta. Canadian Coast Guard Box 1180 Port McNeil, BC V0N 2RO, CANADA
Raymondville	Texas	#	Rt. 2, Box 314 Raymondville, TX 78580-9610
St. Anthony	Newfoundland	VDB2	*
St. Paul Island	Alaska	NRW2	St. Paul Island, AK 99660-9998
Sandur	Iceland	TFR	*
Searchlight	Nevada	#	P.O. Box 738 Searchlight, NV 89046-0738
Sellia Marina	Italy	NCI	Box 90 FPO NY 09520-5000
Seneca	New York	#	Box 28 Romulus, NY 14541-0028
Shoal Cove	Alaska	NMJ25	P.O. Box 5357 Ketchikan, AK 99901-0357
Sylt	West Germany	DML	APO NY 09060-5000
Tok	Alaska	NMJ23	P.O. Box 479 Tok, AK 99780-0479
Upolu Point	Hawaii	NR05	Box 2 Hawi, HI 96719-0002
Yokota (monitor)	Japan	NRT	c/o Commander Far East Section U.S. Coast Guard APO SF 96328-5000

# - Call sign not assigned or not available for these stations.
* - Station operated by host government.

Address reports to the following address with a request that they be forwarded:

Commandant (G-NRN-1), U.S. Coast Guard
2100 2nd Street, S.W.
Washington, DC 20593-0001

OMEGA STATIONS

STATION NAME	LOCATION	CALLSIGN	ADDRESS
OMEGA Station	Hawaii	#	P.O. Box H Kaneohe, HI 96744-1628
OMEGA Station	N. Dakota	NML4	R.R. No. 3, Box 91A LaMoure, ND 58458-9098

Address all correspondence to other OMEGA stations to:

Commandant (G-NRN-2), U.S. Coast Guard
2100 2nd Street, S.W.
Washington, DC 20593-0001

FIVE

GROUPS, STATIONS AND POTPOURRI

In the Coast Guard's command structure there are Headquarters units, Intermediate Commands and Field Units. The units that represent the latter two classifications are Groups and Stations respectively.

Groups generally provide operational and administrative control for several stations and perhaps some other field units. The Group will have a communication center with radiomen assigned to maintain a radio guard on appropriate distress frequencies and to provide communications links to ships and shore units under it.

Group commands are organized along lines of geographic limitations, similarity of task or the need to achieve common goals (such as Aid to Navigation response, military preparedness, etc). Group Commanders report directly to the Commander of their District.

Usually falling under the command of a Group are one or more Stations (or Lifeboat Stations). More than 150 of these stations dot our nation's coast line, the shores of the Great Lakes and from Alaska to the Florida Keys. Almost ten percent of the total Coast Guard enlisted force is dedicated to manning these important units. Organized differently in order to meet the individual demands of their areas, the primary responsibilities of most Stations are:

To maintain lookouts, communications, patrols and other watches.
Take immediate, positive action to safeguard and relieve life or property endangered or distressed on the water or along the coasts of a station's operational range.
Enforce Federal laws in accordance with Coast Guard regulations and directives.
Service and tend aids to navigation (such as buoys, lights, etc.) within an assigned area.
Maintain liaison with local public and private agencies.

The number of personnel assigned to Stations is just enough to man the boats and maintain the communications watch. Because of this everyone is required to pitch in and help regardless of the task. The cooks may be running the small boats while the yeoman is out doing a law enforcement boarding. Cross training is critical and always a high priority.

The guy running the show, the "sailor's sailor" is usually a Master Chief Boatswain's Mate. He is assigned as the "Officer in Charge" (OINC) and has to be everything from budget manager of his unit to substitute parent for green recruits.

What follows is a list of all currently operated Coast Guard Groups and Stations. When writing to a Group, address your letter to the Radioman in Charge. Since Stations do not usually have Radiomen assigned, send your letter to the Officer in Charge.

At the end of the list of Groups and Stations are several other units that you may hear on the radio. Generally speaking they are not Operational units, but you may hear some transmissions from them just the same.

COAST GUARD GROUP OFFICES

GROUP NAME	CALL SIGN	ADDRESS
Astoria	NMW	2185 SE Airport Rd. Warrenton, OR 97146-9693
Baltimore	NMX	Bldg. 70, CG Yard Curtis Bay Baltimore, MD 21226-1797
Boston	NMF7	427 Commercial Street Boston, MA 02109-1027
Buffalo	NMD47	1 Fuhrmann Blvd. Buffalo, NY 14203-3189
Cape Hatteras	NMN13	P.O. Box 604 Buxton, NC 27920-0604
Cape May	NMK	Cape May, NJ 08204-5082
Charleston	NMB	196 Tradd Street Charleston, SC 29401-1817
Corpus Christi	NOY8	Corpus Christi, TX 78419-5500
Detroit	NMD25	Ft. of Elliot Ave. Detroit, MI 48207-4380
Duluth	NOG14	1201 Minnesota Avenue Duluth, MN 55802-2492
Eastern Shore	NMN70	Chincoteague, VA 23336-1510
Fort Macon	NMN37	P.O. Box 237 Atlantic Beach, NC 28512-0237
Galveston	NOY	P.O. Box 1912 Galveston, TX 77553-1912
Grand Haven	NMD43	Spring Lake, MI 40735-9426
Grande Isle	NMG15	P.O. Box 158 Grande Isle, LA 70358-0158
Hampton Roads	NMN80	4000 Coast Guard Blvd. Portsmouth, VA 23703-2199
Honolulu	NMO2	Sand Island Access Road Honolulu, HI 96819-4398
Humboldt Bay	NMC11	McKinleyville, CA 95521-5000
Ketchikan	NMJ2	c/o CG Base Ketchikan Ketchikan, AK 99901-6698
Key West	NOK	Key West, FL 33040-0005
Long Island Sound	NMY15	5 120 Woodward Avenue New Haven, CT 06512-3698
Los Angeles/Long Beach	NMQ	165 N. Pico Avenue Long Beach, CA 90822-1096
Lower Miss. River	NML7	P.O. Box 3058 Memphis, TN 38173-0058
Mayport	NMA10	P.O. Box 385 Mayport, FL 32267-0385
Miami Beach	NCF	100 MacArthur Causeway Miami Beach, FL 33139-5101
Milwaukee	NMP9	2420 S. Lincoln Memorial Dr. Milwaukee, WI 53207-1997
Mobile	NOQ	Bldg. 101, Brookley Complex South Broad Street Mobile, AL 36615-1390

Monterey	NMC6	100 Lighthouse Avenue Monterey, CA 93940-1497
Moriches	NMY42	100 Moriches Island Road East Moriches, NY 11940-9791
Muskegon	NMD32	Fulton Ave. and Bluff St. Muskegon, MI 49441-1089
New Orleans	NMG2	4640 Urquhart Street New Orleans, LA 70117-4698
New York	NMY3	Governors Island, Bldg. 109 New York, NY 10005-5096
North Bend	NOE	2000 Connecticut Ave. North Bend, OR 97459-2399
Ohio Valley	NML6	Snyder Bldg, Room 550 601 W. Broadway Street Louisville, KY 40202-2229
Port Angeles	NOW	c/o Coast Guard Air Station Port Angeles, WA 98362-0159
Portland	NMF31	259 High Street S. Portland, ME 04106-0007
St. Petersburg	NMA21	600 8th Ave. SE St. Petersburg, FL 33701-5099
San Diego	NOR	2710 Harbor Drive, North San Diego, CA 92101-1079
San Francisco	NMC17	Yerba Buena Island San Francisco, CA 94130-9309
Sandy Hook	NMY52	Highlands, NJ 07732-5000
Sault Ste. Marie	NOG	Sault Ste. Marie, MI 49783-9501
Seattle	NMW43	1519 Alaskan Way, South Seattle, WA 98134-1192
Shinnecock	NMY41	Hampton Bays, NY 11946-3297
Southwest Harbor	NMF44	P.O. Box 5000 Southwest Harbor, ME 04679-5000
Upper Miss. River	NML21	221 Mississippi Drive Keokuk, IA 52632-4219
Woods Hole	NMF2	Woods Hole, MA 02543-1099

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
Alexandria Bay	NMD35	Alexandria Bay, NY 13607-9723
Annapolis	NMN32	3425 Thomas Point Road Annapolis, MD 21403-5099
Ashtabula	NMD29	General Delivery, Harbor Station Ashtabula, OH 44004-9999
Atlantic City	NMK3	Atlantic City, NJ 08401-1986
Barnegat	NMK4	Barnegat Light, NJ 08006-9999
Bayfield	NOG24	P.O. Box 497 Bayfield, WI 54814-0467
Beach Haven	NMK5	Pellham and West Avenue Beach Haven, NJ 08008-5099
Belle Isle	NMD20	Detroit, MI 48207-4376
Bellingham	NMN47	1101 Thomas J. Glenn Way Bellingham, WA 98225-0076

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
Block Island	NMF26	Block Island, RI 02807-9999
Bodega	NMC51	P.O. Box 37 Bodega Bay, CA 94923-0037
Boothbay Harbor	NMF30	P.O. Box 327 Boothbay Harbor, ME 04538-0327
Boston	NMF7	427 Commercial St. Boston, MA 02109-1027
Brant Point	NMF9	Easton Street Nantucket, MA 02554-2293
Buffalo	*	North End Fuhrmann Blvd. Buffalo, NY 14202-3199
Burlington	NMY20	Depot Street Burlington, VT 05401-5226
Calumet Harbor	NMP3	4001 East 98th Street Chicago, IL 60617-5197
Cape Charles	NMN3	P.O. Box 621 Cape Charles, VA 23310-0621
Cape Cod Canal	NMF8	P.O. Box 1021 Sandwich, MA 02563-1021
Cape Disappointment	NMW15	P.O. Box 460 Ilwaco, WA 98624-0460
Cape May	NMK	c/o Training Center Cape May, NJ 08204-5082
Castle Hill	NMF21	Newport, RI 02840-3798
Channel Island Harbor	NMQ8	4201 Victoria Harbor Oxnard, CA 93030-8399
Charlevoix	NMD34	P.O. Box 258 Charlevoix, MI 49720-0258
Chatham	NMF6	Chatham, MA 02633-3499
Chetco River	NMW7	P.O. Box 2417 Harbor, OR 97415-0328
Chincoteague	*	South Main Street Chincoteague, VA 23336-1510
Clearwater	NOF	1375 Gulf Blvd. Clearwater, Fl 33515-8799
Cleveland Harbor	NMD	1055 East Ninth Street Cleveland, OH 44114-1092
Coinjock	NMN71	P.O. Box 89 Coinjock, NC 27923-0089
Coos Bay	NMW8	P.O. Box 5659 Charleston, OR 97420-0629
Cortez	*	General Delivery Cortez, FL 33522-5000
Curtis Bay	NMX	Bldg. 29, USCG Yard Curtis Bay, Baltimore, MD 21226-1797
Depoe Bay	NMW10	P.O. Box 97 Depoe Bay, OR 97341-0097
Destin	*	P.O. Box 1288 Destin, Fl 32541-1289

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
Duluth	NOG14	1201 Minnesota Avenue Duluth, MN 55802-2492
Eastport	*	Eastport, ME 04631-0910
Eatons Neck	NMY33	Northport, NY 11768-1094
Erie	NMD11	P.O. Box 8130 Erie, PA 16505-0130
Fairport	NMD12	P.O. Box 38 Grand River, OH 44045-0038
Fire Island	NMY25	Robert Moses State Park Robert Moses Causeway Babylon, NY 11702-4602
Fort Lauderdale	NMA14	Broward County Park P.O. Box 537, 7000 N. Ocean Dr. Dania, Fl 33004-3079
Fort Meyers Beach	NMA15	P.O. Box 2489 Fort Myers Beach, Fl 33932-0189
Fort Pierce	NMA2	900 Seaway Drive Fort Pierce, Fl 33449-3039
Fort Point	NMC9	Marine Drive Presidio San Francisco, CA 94129-5000
Fort Totten	NMY30	Willets Point, NY 11359-5000
Frankfort	NMD39	P.O. Box 192 Frankfort, MI 49635-0192
Freeport	NOY7	RR 2, Box 995 Freeport, TX 77541-8934
Georgetown	NMB7	P.O. Box 1440 Georgetown, SC 29442-1440
Gloucester	NMF13	Gloucester, MA 01930-5004
Grand Isle	NMG15	P.O. Box 158 Grand Isle, LA 70358-0158
Grays Harbor	NMW18	Westport, WA 98595-0568
Great Egg	NMK29	101 North Point Road Ocean City, NJ 08226-5099
Gulfport	*	P.O. Box 1056 Gulfport, MS 39502-1198
Harbor Beach	NMD23	104 Richie Drive Harbor Beach, MI 48441-1042
Hatteras Inlet	NMN18	P.O. Box 579 Hatteras, NC 27943-0579
Hobucken	NMN9	Hobucken, NC 28537-9999
Holland	NMD44	2388 Ottawa Beach Road, SW Holland, MI 49423-2398
Humboldt Bay	NMC11	Samoa, CA 95564-9999
Indian River Outlet	NMK21	Rehoboth Beach, DE 19971-2698
Islamorada	NMA8	P.O. Box 147 Islamorada, FL 33036-0147
Jonesport	NMF47	West Jonesport, ME 04649-9998
Juneau	NMJ1	345 Egan Drive Juneau, AK 99801-1701

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
Kennewick	NMW45	434 Clover Island Kennewick, WA 99336-3784
Kenosha	NMP7	Kenosha, WI 53140-2998
Key West	NOK	c/o Coast Guard Station Key West, FL 33040-6695
Kauai	*	P.O. Box 1827 Lihue, Kauai, HI 96766-5872
Lake Tahoe	NMC7	P.O. Box 882 Tahoe City, CA 95730-0882
Lake Worth Inlet	NMA6	Box 10547 Riviera Beach, Fl 33404-0447
Los Angeles/Long Beach	NMQ9	P.O. Box 8, Terminal Island San Pedro, CA 90730-0208
Little Creek	NMN85	c/o U.S. Naval Amphibious Base West Annex, Little Creek Norfolk, VA 23520-5000
Lorain	NMD13	Lorain, OH 44051-2095
Ludington	NMD41	Ludington, MI 49431-2089
Manasquan Inlet	NMY49	Pt. Pleasant Beach, NJ 08742-2693
Manistee	NMD40	523 Fifth Avenue Manistee, MI 49660-1315
Marathon	NMA11	1800 Overseas Highway Marathon, Fl 33050-2199
Marblehead	NMD15	Marblehead, OH 43440-5000
Mare Island	*	CG Mooring, Mare Island Vallejo, CA 94592-5100
Marquette	NOG5	400 Coast Guard Road Marquette, MI 49855-3864
Menemsha	NMF14	Menemsha, MA 02552-9999
Merrimac River	NMF15	Water Street Newburyport, MA 01950-2897
Michigan City	NMP2	U.S. Highway 20 Michigan City, IN 46360-3292
Milford Haven	NMN8	P.O. Box 17 Hudgins, VA 23076-0017
Milwaukee	NMP9	c/o Coast Guard Group 2420 South Lincoln Memorial Drive Milwaukee, WI 53207-1997
Mobile	NOQ	South Broad Street Mobile, Al 36615-13905
Montauk	NMY37	RFD #1 Box 155 Montauk, NY 11954-9801
Muskegon	NMD42	Muskegon, MI 49441-1098
Neah Bay	NMW40	Neah Bay, WA 98357-0700
New Canal	NMG3	Box 80, Lakeshore Drive New Orleans, LA 70124
New Haven	NMY15	120 Woodward Avenue New Haven, CT 06512-3698
New London	NMY12	Fort Trumbull New London, CT 06320-5593

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
New York	NMY	Governors Island, Bldg. 134 New York, NY 10004-5000
Niagara	NMD6	Youngstown, OH 14174-9999
North Superior	NOG15	P.O. Box 692 Grand Marais, MN 55604-0692
Oak Island	NMN72	P.O. Box 19037 Southport, NC 28461-0937
Ocean City	NMN17	P.O. Box 1000 Ocean City, MD 21842-1000
Ocracoke	NMN29	P.O. Box 100 Ocracoke, NC 27960-0100
Oregon Inlet	NMN78	General Delivery Rodanthe, NC 27968-9998
Oswego	NMD4	Oswego, NY 13126-1396
Panama City	NOQ7	Panama City, FL 32407-5898
Parramore Beach	NMN79	Wachapreague, VA 23480-0370
Pascagoula	NOQ4	2607 Front Street Pascagoula, MS 39567-4193
Pensacola	*	Naval Air Station Pensacola, FL 32508-7850
Plum Island	NMP15	Washington Island, WI 54246-9999
Point Allerton	NMF4	Hull, MA 02045-1198
Point Judith	NMF26	1460 Ocean Avenue Narragansett, RI 02882-6229
Ponce de Leon	NMA3	P.O. Box 370 New Smyrna Beach, Fl 32069-0370
Port Aransas	NOY3	P.O. Box 338 Port Aransas, TX 78373-0338
Port Canaveral	NMA12	9235 Grouper Road Port Canaveral, FL 32920-4402
Port Huron	NMD22	Port Huron, MI 48060-2998
Port Isabel	NCH	Wallace Reed Road South Padre Island, TX 78597
Port O'Connor	NOY5	P.O. Box 57 Port O'Connor, TX 77982-0057
Portage	NOG17	Hancock, MI 49930-9704
Portsmouth	*	4000 Coast Guard Blvd. Portsmouth, VA 23703-2199
Portsmouth Harbor	NMF18	New Castle, NH 03854-0600
Provincetown	*	125-129 Commercial Street Provincetown, MA 02657-9999
Quillayute River	*	P.O. Box 9 La Push, WA 98350-0009
Rio Vista	NMC2	900 Beach Drive Rio Vista, CA 94571-2099
Rochester	NMD7	Rochester, NY 14617-1098
Rockaway	NMY51	Fort Tilden, NY 11695-0511
Rockland	NMF40	34 Tillson Avenue Rockland, ME 04841-3498
Sabine	NOY6	P.O. Box 1108 Sabine, TX 77655-1108

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
Saginaw River	NMD9	2405 Weadlock Road Essexville, MI 48732-9602
St. Clair Flats	NMD21	Harsens Island, MI 48028-9769
St. Clair Shores	NMD52	24802 East Jefferson Avenue St. Clair Shores, MI 48080-1391
St. Ignace	NMP17	St. Ignace, MI 49781-1899
St. Inigoes	*	P.O. Box 8 St. Inigoes, MD 20684-0008
St. Joseph	NMD46	127 North Pier Street St. Joseph, MI 49085-1042
St. Petersburg	NMA21	600 8th Avenue SE St. Petersburg, Fl 33701-5099
St. Simons Island	NMB2	P.O. Box 1077 St. Simons Island, GA 31522-0577
Sandy Hook	NMY52	Highlands, NJ 07732-5000
San Diego	NOR	2710 N. Harbor Dr., Box 45A San Diego, CA 92101-1079 Savannah Beach, GA 31328-0910
San Francisco	*	Yerba Buena Island San Francisco, CA 94130-5013
Sault St. Marie	NOG	Sault St. Marie, MI 49783-9501
Scituate	NMF5	Scituate, MA 02066-4399
Seattle	NMW43	1519 Alaskan Way South Seattle, WA 98134-1192
Shark River	NMY53	Avon, NJ 07717-1399
Sheboygan	NMP11	Sheboygan, WI 53081-4649
Shinnecock	MNY41	Hampton Bays, NY 11946-3298
Short Beach	NMY54	Freeport, NY 11520-5001
Siuslaw River	NMW11	P.O. Box 476 Florence, OR 97439-0016
Stillpond	NMN11	Worton, MD 21678-9730
Sturgeon Bay Canal	NMP14	2501 Canal Road Sturgeon Bay, WI 54235-1099
Swansboro	NMN84	Route 1, Emerland Island Moorehead City, NC 28557-9424
Tawas	NMD24	East Tawas, MI 48730-9506
Taylors Island	NMN75	Taylors Island, MD 21669-9999
Tillamook Bay	NMW13	P.O. Box 167 Garibaldi, OR 97118-0167
Toledo	NMD10	Bay View Park Toledo, OH 43611-9999
Two Rivers	NMP12	Two Rivers, WI 54241-3095
Tybee	NMB6	P.O. Box 910 Savannah Beach, GA 31328-0910
Umpqua River	NMW9	P.O. Box 8 Winchester Bay, OR 97467-0802
Venice	NMG9	c/o Coast Guard Station Venice, LA 70091-9998
Wilmette Harbor	NMP6	Wilmette, IL 60091-1997
Woods Hole	NMF2	Woods Hole, MA 02543-1099
Wrightsville Beach	NMN76	912 Water Street

COAST GUARD STATIONS

GROUP NAME	CALL SIGN	ADDRESS
		Wrightsville Beach, NC 28480-2099
Yaguina Bay	NMW12	P.O. Box 1010 Newport, OR 97365-0076
Yankeetown	NMA19	P.O. Box 360 Yankeetown, FL 32698-0360

Note: * Indicates no callsign assigned to this unit, or uses same call sign as other unit(s) at this location; e.g. Group Buffalo and Station Buffalo both use NMD47.

MISCELLANEOUS OTHER RADIO EQUIPPED UNITS

UNIT NAME	CALL SIGN	ADDRESS
Coast Guard Training Center	NCY	Yorktown, VA 23690-5000
Coast Guard Base	NML	Foot of Iron Street St. Louis, MO 63111-2536
Coast Guard Academy	NOA	New London, CT 06320-4195
Commander, Pacific Area	NON	Coast Guard Island Alameda, CA 94501-5100
International Ice Patrol	NIK	c/o CG COMMSTA Boston P.O. Box 608 Marshfield, MA 02050-0005
Vessel Traffic Service Prince William Sound	NMJ3	P.O. Box 486 Valdez, AK 99686-0486
Greater Antilles Section	NMR1	c/o Coast Guard Base Box S2029 San Juan, PR 00903-2029
Seventeenth District Office	NMJ1	P.O. Box 3-5000 Juneaum AK 99802-1217

R.I.P.

Over the years, Coast Guard units come and go. Many factors, including changing missions, improved technology, operational necessity, and (not the least of which) an ever tightening budget have caused many units to be closed. It might be interesting to look at some of these call signs from the past.

LOCATION	TYPE OF UNIT	CALL SIGN
Annette Island, AK	Air Station	NOU
Portland, OR	Radio Station	NMW44
Saipan	LORAN Monitor	NRV2
Yap Island	LORAN Station	NRV7
Bermuda	LORAN Station	NOL
Shetland Islands	LORAN Station	NMS
Ocean Cape, AK	LORAN Station	NMJ19
Biorka, AK	LORAN Station	NMJ18
Adak, AK	LORAN Station	NMJ21
Cape Sarichef, AK	LORAN Station	NRW
Adak, AK	Radio Station	NOX
Argentia, Newfoundland	LORAN & Radio Station	NJN
Ambrose Lightship	Lightship	NNBA
Angaur, Palau Islands	LORAN Station	NRV4
Pt. Barrow, AK	Radion Station	NMT
Sangley Pt., Philippines	Radio Station	NRX

The Island Class patrol boat USCGC Farallon on patrol in Caribbean waters.

SIX

COAST GUARD AVIATION

In a sense, the Coast Guard was present when manned flight first got off the ground. When Wilbur and Orville Wright made their first successful flight at Kitty Hawk, North Carolina, surfmen from the Kill Devil Hill Lifeboat Station were there to lend a hand. They helped move the kite-like biplane from its protective shed on December 17, 1903, and assisted in launching it from the sandy beach. One of the surfmen, J.T. Daniels, used the Wright's camera to make the only record of the short flight.

In 1915, Lieutenants Elmer Stone and Norman Hall became the pioneers of Coast Guard aviation. Their idea of using flying machines in support of Coast Guard missions was first realized when they got approval to use a Curtiss F flying boat for experimental flights. The plane lacked navigational equipment so it never got out of sight of land. The results, however, proved promising and in 1916 Lieutenant Stone and five others were assigned to the Navy's Aviation School in Pensacola, Florida.

Coast Guard aviators were assigned to the Navy during WW I and served in a variety or assignments. Two Naval Air Stations were commanded by Coast Guard officers and many others distinguished themselves in combat and support missions.

One of Coast Guard aviation's great claims to fame concerns the first crossing of the Atlantic. In May of 1919, four U.S. Navy Curtiss seaplanes left the eastern seaboard for Europe. Traveling via Newfoundland and the Azores, only one plane - the NC-4, made the entire trip. The NC-4, captained by Navy Lieutenant Commander A.C. Read, was flown by Lieutenant Elmer Stone.

The first Coast Guard Air Station was established at Morehead City, North Carolina in 1920. Although off to an apparently good start, Congress failed to provide adequate funding and the facility was forced to close on July 1, 1921.

Thanks to the Prohibition Act, however, Congress later earmarked $152,000 for five planes to be used by the Coast Guard to stop the illegal whiskey fleet. The planes operated from Air Stations at Glouchester, Massachusetts and Cape May, New Jersey.

As the 1920's and 1930's progressed, aircraft were increasingly put to use in long range search and rescue missions. The first radios were installed in Coast Guard aircraft in 1925. A borrowed Navy biplane carried the gear aloft from Glouchester, MA. In 1929, the private aircraft Yellow Bird took off from Old Orchard Beach, ME in an attempt to cross the Atlantic. A Coast Guard plane was present overhead as the Yellow Bird took off and broadcast the event over a national commercial radio hookup.

In 1934, Secretary of the Treasury Henry Morgenthau (namesake of the cutter bearing his name) significantly improved the status and role of Coast Guard aviation. He transferred the aviation detachment of the Customs Service to the Coast Guard in that same year and secured funds for additional new planes.

WW II provided the greatest impetus for growth that Coast Guard aviation has seen. Missions assigned to Coast Guard aviators during the war included surveying and assisting in the defense of Greenland, flying anti-submarine patrols along the coasts, and rescuing countless victims of torpedo attacks, air battles and other incidents.

As early as 1938, the Coast Guard was interested in developing the helicopter for search and rescue work. Development continued through WW II, and helo pilots from all services were trained by the Coast Guard at Air Station Brooklyn.

Coast Guard pilots and aviators served in the Korean War and in Vietnam, lending their specialized search and rescue skills to those efforts. Frequently assigned to either the Navy or Air Force, several Coast Guard Aviators lost their lives during the conflicts.

After WW II pleasure boating became more and more popular. Perfectly suited for rescue work involving these small craft, the helicopter has been instrumental in lifesaving situations time after time.

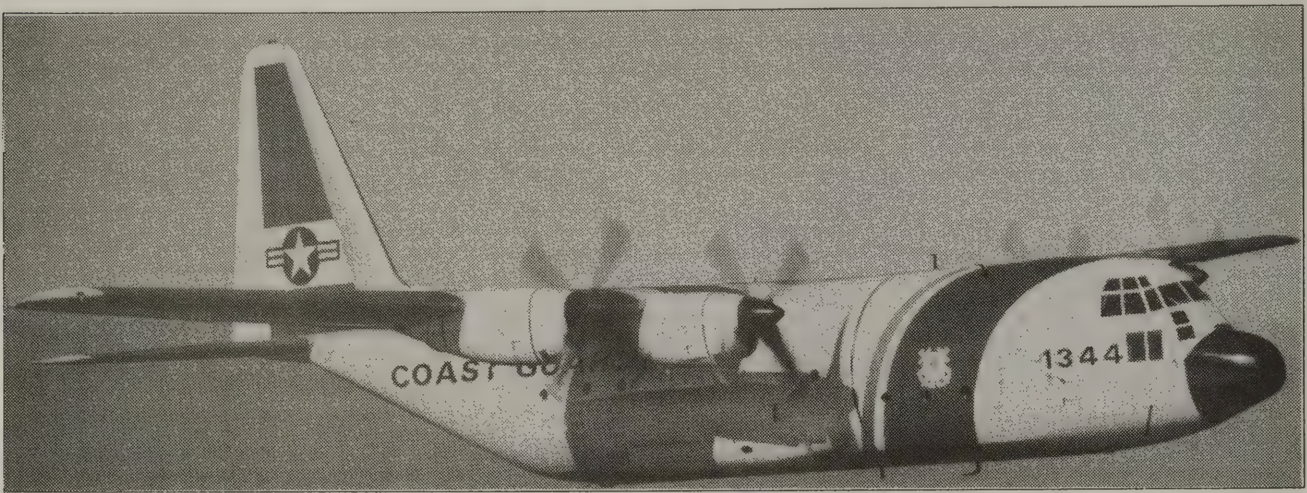
Today, the Coast Guard flies in support of many missions including the familiar role of search and rescue but also including law enforcement, pollution response, participation in the International Ice

Patral, Arctic and Antarctic exploration, and many others.

To meet these mission demands several different types of fixed and rotary wing aircraft are used. They are:

Fixed Wing

HC-130H (Hercules): Long range search and rescue and surveillance aircraft. Four engine turboprop, carries air dropable rescue and salvage gear. Cruises at 331 mph, with over 2,500 nm range. Can carry nearly 27,000 lbs of cargo or passengers.



The HC-1304 "Hercules," long-haul workhorse for the Coast Guard.

HU-25A (Guardian): Medium range, all weather search and surveillance aircraft, the Guardian is a modified version of French-developed commercial Falcon 20G. Twin turbofan engines, it's maximum speed is 531 mph. The Guardian has a maximum range of 2,250 nm allowing 30 minutes on station.

VC-4A (Gulfstream I): Procured in 1963, the Coast Guard operates one VC-4A as an executive transport out of Air Station Elizabeth City. "CG 02" is a twin engine turboprop which cruises at 250 mph. It has a range of just over 1,700 nm.

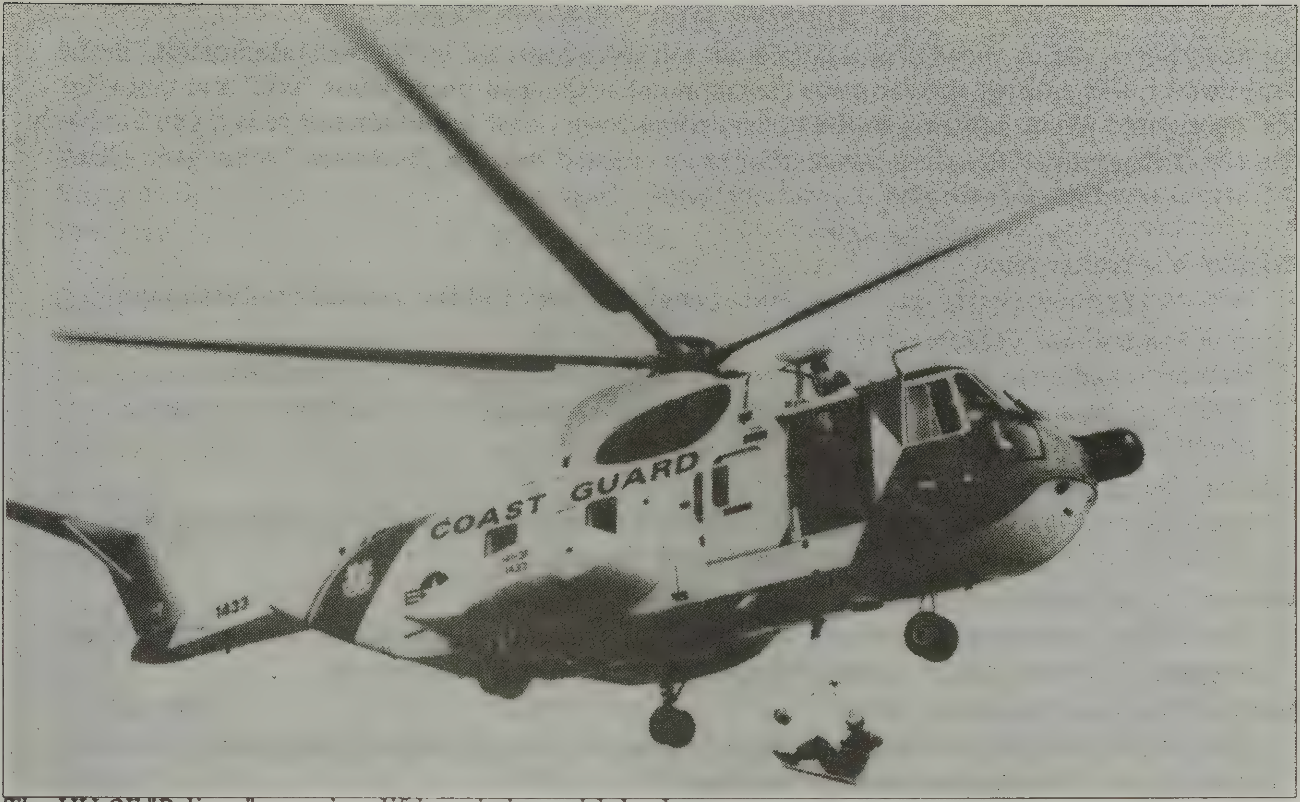
VC-11A (Gulfstream II): Based at Washington, DC's National Airport, "CG 01" is the only VC-11 in government service. It is the VIP aircraft for the Commandant of the Coast Guard, and has been in Coast Guard service since 1969. With a range of nearly 3,000 nm, its maximum speed is 588 mph.

E-2C (Hawkeye): Several of these Navy Airborne Early Warning (AEW) aircraft have been transferred to the Coast Guard since 1986. Sporting a distinctive "frisbee" radome, its APS-120/125 radar can track up to 250 air contacts simultaneously. It has been pressed into service as part of the Coast Guard's continuing efforts to interdict the flow of illegal drugs into the United States. It cruises at 310 mph, and has a range of 200 nm with 6 hours on station.

Helicopters

HH-52A (Sea Guard): This chopper is a modified version of a commercial aircraft flown only by the Coast Guard. It has a single turboshaft engine and has a boat hull which allows it to land in the water when necessary. It can fly within a 150 nm radius with 20 minutes on station, cruising at 98 mph.

HH-3F (Pelican): Similar to the Air Force "Jolly Green Giant" rescue helo, the Pelican can drop rescue supplies and land in the water as well. Twin turboshaft engines speed this bird through the air at 125 mph. With a range of 400 nm, it is the Guard's long range rotary-wing aircraft.



The HH-3F "Pelican" practices lifting victims with basket

HH-65A (Dolphin): The product of another French design, the Dolphin's streamlined profile makes it a very impressive sight. Being phased-in as a replacement for the aging HH-52A's, the Dolphin has a radius of 165 nm allowing 30 minutes on SAR station.

HH-60 (Jayhawk): This twin turboshaft chopper is being jointly procured by the Coast Guard and Navy (Navy version called the Seahawk) for SAR use. The Jayhawk will eventually replace the Pelican as the primary medium-range helo. It has a maximum range of 300 nm, cruising at 135 mph.

Aerostats

These unique units were tested and put into place by the Coast Guard in 1985 to assist in drug interdiction efforts. Each consists of a Mobile Aerostat Platform (MAP) Vessel and an Aerostat Radar System (ARS). The Aerostat balloon lifts a surface search radar to altitudes of 2500 feet, greatly increasing radar range. The radar can detect a 40-foot boat at 60 nautical miles. The MAP vessel is a 194-foot, civilian-manned ship with a 7000 nautical mile range. A Coast Guard detachment is aboard the MAP vessel to operate the radar and to perform various other duties. Addresses for these units, called "MAP DETS," are the same:

Commanding Officer
U.S. Coast Guard
Mobile Platform Detachment One (or Two, etc.)
c/o Coast Guard Group
Key West, FL 33040-6694

Each Aerostat has been assigned a call sign. These call signs are:

Aerostat One	NAFG
Aerostat Two	NJAS
Aerostat Three	NSTY
Aerostat Four	NOKL
Aerostat Five	NLYJ

For many years, radios aboard Coast Guard aircraft were operated by "Aviation Radiomen." In the 1960's, however, this enlisted specialty was discontinued as the gear became less "skill" and more "appliance" configured. When listening to the transmissions from Coast Guard aircraft today, you are likely hearing either the voice of the pilot, the co-pilot or an enlisted Aviation Electronic Technician. The Coast Guard presently has five enlisted aviation ratings. These are:

Aviation Machinist's Mate (AD):
Performs periodic checks on planes, makes engine repairs and is a general troubleshooter.

Aviation Survivalman (ASM):
Maintains and inspects all survival gear such as parachutes, life rafts, pyrotechnics, etc. These are the guys you see in the movies and on TV jumping out of the helo's to save the people in the water.

Aviation Electronics Technician (AT):
In addition to being radio operators, the AT's check and repair all airborne electronic gear. You'll find AT's wherever you find Coast Guard aircraft.

Aviation Electrician's Mate (AE):
The AE's job is to keep all of the various power generating systems aboard aircraft operating properly. This includes the instrument systems, propellers and accessories.

Aviation Structural Mechanic (AM):
The AM's are responsible for taking care of the outside aircraft surfaces, structures, hydraulic systems, etc. They are the aviation "Mr. Fixit's".

It really isn't difficult to hear Coast Guard air communications. The bands are alive with activity most of the time. Without a doubt, 5696 kHz is the most active of these. You can hear planes from Alaska to Puerto Rico, Communication Stations, Air Stations, Cutters and occasionally even aircraft from other branches of the Armed Services. This frequency is an excellent place to just park your receiver and listen. Another frequency with plenty of activity is 8984 kHz.

Other frequencies for air to ground communications are: 2261, 3120, 3123, 5692, 8980, 11198, 11201, 15084 and 15087 kHz.

Scattered across North America are Air Stations - homes to the Coast Guard Air Force. The following list provides you with all of the information needed to know who you are listening to and where to write for QSL's. Address your letters to:

Radioman in Charge
U.S. Coast Guard Air Station ____________________
(Address as appropriate)

COAST GUARD AIR STATIONS

NAME/LOCATION	CALLSIGN	ADDRESS
Astoria	NMW51	2185 SE Airport Road Warrenton, OR 97146-9693
Barbers Point	NMO12	Barbers Point, HI 96862-5800
Borinquen	NMR26	Aguadilla, PR 00604-9999
Brooklyn	NOP	Floyd Bennett Field Brooklyn, NY 11234-7097
Cape Cod	NOS	Otis AFB, MA 02542-5024
Cape May	NMK	Cape May, NJ 08204-5082
Chicago	NOH	Glenview, IL 60026-5580
Clearwater	NOF	Clearwater, FL 34622-2990
Corpus Christi	NOY8	Corpus Christi, TX 78419-5500
Detroit	NOI	Selfridge ANGB, MI 48045-5011
Elizabeth City	NOZ	Elizabeth City, NC 27909-5004
Houston	NOY9	1178 Ellington Field Houston, TX 77209-5599
Humboldt Bay	NMC11	McKinleyville, CA 95521-5000
Kodiak	NOJ1	Box 33, Kodiak, AK 99619-5000
Los Angeles	NMQ27	7159 World Way West Los Angeles, CA 90045-5824
Miami	NOM	Opa Locka Airport Opa Locka, FL 33054-2397
New Orleans	NMG8	c/o Naval Air Station New Orleans, LA 70143-0001
North Bend	NOE	2000 Connecticut Avenue North Bend, OR 97459-2399
Port Angeles	NOW	Port Angeles, WA 98362-0159
Sacramento	NOO	McClellan AFB, CA 95652-5000
San Diego	NOR	2710 North Harbor Drive San Diego, CA 92101-1079
San Francisco	NOB	San Francisco, CA 94128-5000
Savannah	NMB9	Hunter AAF Post Office Savannah, GA 31409-5053
Sitka	NOU	611 Airport Road Sitka, AK 99835-6500
Traverse City	NOT	Traverse City, MI 49684-3586
Washington	NMH1	Washington National Airport Washington, DC 20001
Air Facility Norfolk	None	Naval Air Station Norfolk, VA 23511-5987

OTHER AVIATION UNITS

AMARC	Aerospace Maintenance & Regeneration Center Davis-Monthan AFB Tucson, AZ 85707
ATC Mobile	U.S. Coast Guard Aviation Training Center Mobile, AL 36608-9682
ARSC	U.S. Coast Guard Aircraft Repair & Supply Center Elizabeth City, NC 27909-5001
IMF	Intermediate Modification Facility
NTPS	Naval Test Pilot School NAS Patuxent Patuxent River, MD 20670

Finally, the aircraft themselves. This is a roster of all active Coast Guard aircraft, showing the plane's number, type and home base. If writing to try and obtain a QSL, simply address your letter to:

Aircraft Commander
Coast Guard Aircraft (Aircraft #)
Coast Guard Air Station ______________
(address as appropriate)

If all else fails, try sending your letter to the following address with a request that it be forwarded:

Commandant (G-OAV)
U.S. Coast Guard
2100 2nd Street, S.W.
Washington, DC 20593-0001

COAST GUARD AIRCRAFT

NUMBER	TYPE	LOCATION	STATUS
01	VC-llA	CGAS WASHINGTON	SERVICE
02	VC-4A	CGAS E CITY	SERVICE
1359	HH-52A	AMARC	STORAGE
1360	HH-52A	CGAS HUMBOLDT BAY	SUPPORT
1364	HH-52A	AMARC	STORAGE
1367	HH-52A	ATC MOBILE	STORAGE
1368	HH-52A	AMARC	STORAGE
1370	HH-52A	CGAS CHICAGO	SERVICE
1372	HH-52A	CGAS NORTH BEND	SERVICE
1375	HH-52A	AMARC	STORAGE
1377	HH-52A	CGAS NORTH BEND	SERVICE
1378	HH-52A	ATC MOBILE	SPARE
1379	HH-52A	AMARC	STORAGE
1382	HH-52A	ATC MOBILE	SERVICE
1383	HH-52A	ATC MOBILE	SERVICE
1384	HH-52A	CGAS HUMBOLDT BAY	SUPPORT
1385	HH-52A	ATC MOBILE	SERVICE
1388	HH-52A	AMARC	STOARGE
1389	HH-52A	AMARC	STORAGE
1390	HH-52A	ATC MOBILE	SUPPORT
1392	HH-52A	ATC MOBILE	SERVICE
1393	HH-52A	ATC MOBILE	SERVICE
1394	HH-52A	CGAS CHICAGO	SERVICE
1395	HH-52A	AMARC	STORAGE
1397	HH-52A	CGAS NORTH BEND	SERVICE
1398	HH-52A	AMARC	STORAGE
1400	HH-52A	CGAS HOUSTON	SERVICE
1402	HH-52A	ATC MOBILE	STORAGE
1403	HH-52A	ATC MOBILE	SERVICE
1405	HH-52A	ATC MOBILE	SERVICE
1407	HH-52A	AMARC	STORAGE
1409	HH-52A	ATC MOBILE	SUPPORT
1415	HH-52A	CGAS PORT ANGELES	SERVICE
1416	HH-52A	CGAS HOUSTON	SERVICE
1418	HH-52A	CGAS PORT ANGELES	SERVICE
1419	HH-52A	AMARC	STORAGE
1422	HH-52A	AMARC	STORAGE

COAST GUARD AIRCRAFT

NUMBER	TYPE	LOCATION	STATUS
1425	HH-52A	ATC MOBILE	SERVICE
1426	HH-52A	CGAS HOUSTON	SERVICE
1428	HH-52A	CGAS DETROIT	SERVICE
1430	HH-3F	ARSC	MAINT
1431	HH-3F	CGAS TRAVERSE CITY	SERVICE
1433	HH-3F	ATC MOBILE	SERVICE
1434	HH-3F	ARSC	MAINT
1435	HH-3F	CGAS CLEARWATER	SERVICE
1437	HH-3F	ARSC	MAINT
1438	HH-3F	ARSC	MAINT
1439	HH-52A	CGAS HOUSTON	SERVICE
1441	HH-52A	AMARC	STORAGE
1444	HH-52A	CGAS NORTH BEND	SERVICE
1446	HH-52A	AMARC	STORAGE
1447	HH-52A	CGAS NORTH BEND	SERVICE
1450	HH-52A	ATC MOBILE	SERVICE
1455	HH-52A	CGAS DETROIT	SERVICE
1459	HH-52A	CGAS CHICAGO	SPARE
1460	HH-52A	AMARC	STORAGE
1462	HH-52A	ATC MOBILE	SERVICE
1463	HH-52A	AMARC	STORAGE
1464	HH-52A	CGAS PORT ANGELES	SERVICE
1466	HH-52A	CGAS DETROIT	SERVICE
1467	HH-3F	CGAS KODIAK	SERVICE
1468	HH-3F	CGAS TRAVERSE CITY	SERVICE
1469	HH-3F	CGAS TRAVERSE CITY	SERVICE
1470	HH-3F	CGAS KODIAK	SERVICE
1471	HH-3F	CGAS SAN FRANCISCO	SERVICE
1472	HH-3F	CGAS CAPE COD	SERVICE
1475	HH-3F	CGAS CAPE COD	SERVICE
1476	HH-3F	CGAS CLEARWATER	SERVICE
1477	HH-3F	ARSC	MAINT
1478	HH-3F	ATC MOBILE	SERVICE
1479	HH-3F	CGAS KODIAK	SERVICE
1480	HH-3F	CGAS SAN FRANCISCO	SERVICE
1481	HH-3F	CGAS CAPE COD	SERVICE
1482	HH-3F	CGAS SITKA	SERVICE
1483	HH-3F	CGAS E CITY	SERVICE
1484	HH-3F	CGAS SAN FRANCISCO	SERVICE
1485	HH-3F	CGAS KODIAK	SERVICE
1486	HH-3F	CGAS SITKA	SERVICE
1487	HH-3F	CGAS CLEARWATER	SERVICE
1488	HH-3F	CGAS CLEARWATER	SERVICE
1489	HH-3F	CGAS E CITY	SERVICE
1490	HH-3F	CGAS E CITY	SERVICE
1491	HH-3F	ATC MOBILE	SERVICE
1492	HH-3F	CGAS CLEARWATER	SERVICE
1493	HH-3F	CGAS CAPE COD	SERVICE
1494	HH-3F	CGAS CLEARWATER	SERVICE
1495	HH-3F	CGAS SITKA	SERVICE
1496	HH-3F	ARSC	MAINT

COAST GUARD AIRCRAFT

NUMBER	TYPE	LOCATION	STATUS
1497	HH-3F	ARSC	MAINT
1500	HC-130H	CGAS BARBERS POINT	SERVICE
1501	HC-130H	CGAS E CITY	SPARE
1502	HC-130H	CGAS E CITY	SPARE
1503	HC-130H	CGAS E CITY	SERVICE
1504	HC-130H	CGAS E CITY	SERVICE
1601	HC-130H	CGAS BARBERS POINT	SERVICE
1602	HC-130H	CGAS BARBERS POINT	SERVICE
1603	HC-130B	HAYES	MAINT
1700	HC-130H	CGAS SACRAMENTO	SERVICE
1701	HC-130H	CGAS KODIAK	SERVICE
1702	HC-130H	CGAS SACRAMENTO	SPARE
1703	HC-130H	CGAS SACRAMENTO	SERVICE
1704	HC-130H	CGAS SACRAMENTO	SERVICE
1705	HC-130H	CGAS KODIAK	SERVICE
1706	HC-130H	CGAS KODIAK	SERVICE
1707	HC-130H	CGAS KODIAK	SERVICE
1708	HC-130H	CGAS KODIAK	SERVICE
1709	HC-130H	CGAS KODIAK	SERVICE
1710	HC-130H	CGAS CLEARWATER	SPARE
1711	HC-130H	CGAS BORINQUEN	SERVICE
1712	HC-130H	CGAS CLEARWATER	SERVICE
1713	HC-130H	CGAS CLEARWATER	SERVICE
1714	HC-130H	CGAS BORINQUEN	SERVICE
1715	HC-130H	CGAS BORINQUEN	SERVICE
1716	HC-130H	CGAS CLEARWATER	SERVICE
1717	HC-130H	CGAS CLEARWATER	SERVICE
1718	HC-130H	CGAS E CITY	SERVICE
1719	HC-130H	CGAS E CITY	SERVICE
1790	HC-130H	ARSC	MAINT
2101	HU-25A	CGAS CAPE COD	SERVICE
2102	HU-25A	ATC MOBILE	SERVICE
2103	HU-25A	CGAS CAPE COD	SERVICE
2104	HU-25A	IMF	MAINT
2105	HU-25A	ATC MOBILE	SERVICE
2106	HU-25A	CGAS SAN DIEGO	SERVICE
2107	HU-25A	CGAS MIAMI	SERVICE
2108	HU-25A	CGAS CORPUS CHRISTI	SERVICE
2109	HU-25A	CGAS MIAMI	SERVICE
2110	HU-25A	ARSC	SPARE
2111	HU-25A	ARSC	MAINT
2112	HU-25A	CGAS CORPUS CHRISTI	SERVICE
2113	HU-25A	ARSC	MAINT
2114	HU-25A	ATC MOBILE	SERVICE
2115	HU-25A	CGAS SAN DIEGO	SERVICE
2116	HU-25A	CGAS CAPE COD	SERVICE
2117	HU-25A	CGAS CAPE COD	SERVICE
2118	HU-25A	CGAS MIAMI	SERVICE
2119	HU-25A	CGAS CAPE COD	SERVICE
2120	HU-25A	ATC MOBILE	SERVICE
2121	HU-25A	CGAS CAPE COD	SERVICE

COAST GUARD AIRCRAFT

NUMBER	TYPE	LOCATION	STATUS
2122	HU-25A	CGAS MIAMI	SERVICE
2123	HU-25A	ARSC	MAINT
2124	HU-25A	ATC MOBILE	SERVICE
2125	HU-25A	CGAS SACRAMENTO	SERVICE
2126	HU-25A	CGAS SACRAMENTO	SERVICE
2127	HU-25A	CGAS SACRAMENTO	SERVICE
2128	HU-25A	ARSC	MAINT
2129	HU-25A	ARSC	MAINT
2130	HU-25A	CGAS SAN DIEGO	SERVICE
2131	HU-25A	IMF	MAINT
2132	HU-25A	FJC	MAINT
2133	HU-25A	ARSC	MAINT
2134	HU-25A	CGAS MIAMI	SERVICE
2135	HU-25A	IMF	MAINT
2136	HU-25A	CGAS MIAMI	SERVICE
2137	HU-25A	CGAS ASTORIA	SERVICE
2138	HU-25A	CGAS ASTORIA	SERVICE
2139	HU-25A	CGAS MIAMII	SERVICE
2140	HU-25A	IMF	MAINT
2141	HU-25A	IMF	MAINT
2578	CH-3E	ARSC	MAINT
2789	CH-3E	ARSC	MAINT
2791	CH-3E	ARSC	MAINT
3501	E-2C	GRUMMAN ST.)	SERVICE
3502	E-2C	AUGUSTINE)	SERVICE
6501	HH-65A	GRAND PRARIE	SUPPORT
6502	HH-65A	ARSC	MAINT
6503	HH-65A	ARSC	MAINT
6504	HH-65A	ARSC	MAINT
6505	HH-65A	ARSC	MAINT
6506	HH-65A	ARSC	SUPPORT
6507	HH-65A	CGAS LOS ANGELES	SERVICE
6508	HH-65A	ARSC	MAINT
6509	HH-65A	AMARC	STORAGE
6510	HH-65A	CGAS LOS ANGELES	SERVICE
6511	HH-65A	CGAS BORINQUEN	SERVICE
6512	HH-65A	ARSC	MAINT
6513	HH-65A	ARSC	MAINT
6514	HH-65A	CGAS BORINQUEN	SERVICE
6515	HH-65A	CGAS KODIAK	SERVICE
6516	HH-65A	CGAS ASTORIA	SERVICE
6517	HH-65A	ARSC	MAINT
6518	HH-65A	ATTC E CITY	SUPPORT
6519	HH-65A	CGAS HUMBOLDT BAY	SERVICE
6520	HH-65A	NTPS	SUPPORT
6521	HH-65A	CGAS CORPUS CHRISTI	SERVICE
6522	HH-65A	CGAS KODIAK	SERVICE
6523	HH-65A	CGAS BARBERS POINT	SERVICE
6524	HH-65A	CGAS SAVANNAH	SERVICE
6525	HH-65A	NTPS	SUPPORT
6526	HH-65A	CGAS KODIAK	SERVICE

COAST GUARD AIRCRAFT

NUMBER	TYPE	LOCATION	STATUS
6527	HH-65A	CGAS BORINQUEN	SERVICE
6528	HH-65A	NTPS	SUPPORT
6529	HH-65A	CGAS CORPUS CHRISTI	SERVICE
6530	HH-65A	CGAS CORPUS CHRISTI	SERVICE
6531	HH-65A	CGAS SAN DIEGO	SERVICE
6532	HH-65A	CGAS SAN DIEGO	SERVICE
6533	HH-65A	CGAS BROOKLYN	SERVICE
6534	HH-65A	CGAS SAN DIEGO	SERVICE
6535	HH-65A	CGAS BROOKLYN	SERVICE
6536	HH-65A	CGAS BROOKLYN	SERVICE
6537	HH-65A	CGAS BROOKLYN	SERVICE
6538	HH-65A	CGAS KODIAK	SERVICE
6539	HH-65A	CGAS CAPE MAY	SERVICE
6540	HH-65A	CGAS BROOKLYN	SERVICE
6541	HH-65A	CGAS BARBERS POINT	SERVICE
6542	HH-65A	GRAND PRARIE	SUPPORT
6543	HH-65A	CGAS SAVANNAH	SERVICE
6544	HH-65A	CGAS SAVANNAH	SERVICE
6545	HH-65A	CGAS ASTORIA	SERVICE
6546	HH-65A	CGAS ASTORIA	SERVICE
6547	HH-65A	CGAS SAN DIEGO	SERVICE
6548	HH-65A	CGAS CAPE MAY	SERVICE
6549	HH-65A	CGAS HUMBOLDT BAY	SERVICE
6550	HH-65A	CGAS LOS ANGELES	SERVICE
6551	HH-65A	CGAS BARBERS POINT	SERVICE
6552	HH-65A	CGAS CAPE MAY	SERVICE
6553	HH-65A	ARSC	MAINT
6554	HH-65A	ATC MOBILE	SERVICE
6555	HH-65A	CGAS NEW ORLEANS	SERVICE
6556	HH-65A	CGAS MIAMI	SERVICE
6557	HH-65A	ATC MOBILE	SERVICE
6558	HH-65A	ATC MOBILE	SERVICE
6559	HH-65A	CGAS MIAMI	SERVICE
6560	HH-65A	ATC MOBILE	SERVICE
6561	HH-65A	CGAS MIAMI	SERVICE
6562	HH-65A	CGAS NEW ORLEANS	SERVICE
6563	HH-65A	CGAS MIAMI	SERVICE
6564	HH-65A	ATC MOBILE	SERVICE
6565	HH-65A	CGAS NEW ORLEANS	SERVICE
6566	HH-65A	CGAS NEW ORLEANS	SERVICE
6567	HH-65A	ATC MOBILE	SERVICE
6568	HH-65A	CGAS MIAMI	SERVICE
6569	HH-65A	CGAS BORINQUEN	SERVICE
6570	HH-65A	ATC MOBILE	SPARE
6571	HH-65A	CGAS MIAMI	SERVICE
6572	HH-65A	CGAS NEW ORLEANS	SERVICE
6573	HH-65A	CGAS MIAMI	SERVICE
6574	HH-65A	CGAS MIAMI	SERVICE
6575	HH-65A	CGAS SAVANNAH	SERVICE
6577	HH-65A	ARSC	MAINT
9691	CH-3E	ARSC	MAINT

SEVEN

The Brown Water Coast Guard

A little known but very important mission performed by the Coast Guard is that of helping keep America's Western River System open and safe for navigation. Keeping the thousands of buoys, lights, day beacons and other aids to navigation (AtoN) on the treacherous miles of the Mississippi, Ohio, Arkansas, Illinois and other navigable rivers working right is a big job.

In order to accomplish this, the Coast Guard has strategically placed river buoy tenders (WLR's) along the banks of these rivers. Group Offices with Radiomen assigned have the job of staying in touch with the tenders, assisting with Search and Rescue communications, working directly with the commercial tow boats, etc. At present, there are three Group Offices in the Second District. Their names and rivers for which they are responsible are:

Group Upper Mississippi River, Keokuk, Iowa -
The Upper Mississippi River from Minneapolis, Minnesota to Cairo, Illinois, 291 miles of the Illinois River and all of the Missouri River.

Group Ohio Valley, Louisville, Kentucky -
All of the Ohio River, the Lower Mississippi River from Cairo, Illinois to New Madrid, Missouri, the Monongahela and Allegheny Rivers, all of the Tennessee River including the Tennessee-Tombigbee Waterway and the Cumberland River.

Group Lower Mississippi River, Memphis, Tennessee -
The Lower Mississippi River from New Madrid, Missouri to Baton Rouge, Louisiana, all of the Arkansas River, and the navigable portions of the Red River, the Black/Ouachita River and Lake Texoma.

All communications within the Second District are carried out using an extensive network of remote controlled VHF-FM radio sites. The transmitters run 60-100 watts of power and use either vertically polarized whips or stacked yagi antennas for maximum coverage up and down the rivers. Each Group has control over many of these "high level sites (HLS)" as they are called. Thus even if you hear Group Upper Mississippi River (located in Keokuk, Iowa) on the air, you may actually be hearing their transmitter located in Minnesota, Nebraska or Missouri.

The most active marine band channels or frequencies used by the Coast Guard on the Western Rivers System are:

CHANNEL	FREQ (MHz)	INTENDED USE
CH 6	156.3	Intership safety
CH 12	156.6	Port operations
CH 14	156.7	Port operations, river locks
CH 16	156.8	Distress, safety & calling
CH 21	156.8	Coast Guard working channel
CH 22A	157.1	Broadcast and liaison with non-government parties (e.g. boating public, commercial concerns, etc.)

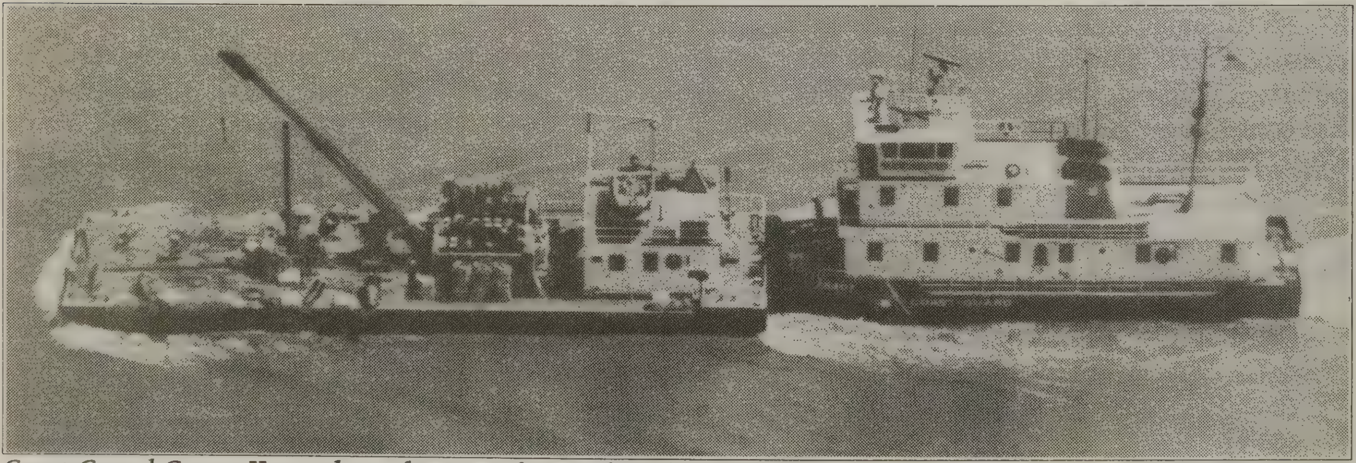
All of the Groups make regular broadcasts of Notices to Mariners on hazardous river conditions such as shoaling or submerged objects, missing buoys, extinguished lights, etc., and river stages. The river stages are similar to tides, in that they are a measure of the rise and fall of the river levels.

The broadcasts are scheduled throughout the day and night for the use of the rivermen. In distress situations, an URGENT or SAFETY broadcast (preceded by the call PAN- PAN or SECURITE respectively) will be made. Listen to channel 16 (156.8 mHz) to hear these broadcasts or their preliminary announcements before shifting to Channel 22A (157.1 mHz).

Addresses and call signs for Groups and Coast Guard river tenders (WLR's) can be found in the chapters on Groups and ships. Although most of the ships do not have call signs assigned, many of the moorings where they tie up do. Here is a list of Coast Guard Moorings, call signs and the names of vessels that use them:

MOORINGS	LOCATION	VESSELS	CALL SIGNS
Coast Guard Moorings	Chattanooga, TN	CGC OUACHITA	NML9
Coast Guard Moorings	Dubuque, IA	CGC WYACONDA	NML10
Coast Guard Moorings	Greenville, MS	CGC PATOKA	NML16
Coast Guard Moorings	Natchez, MS	CGC LANTANA	NML18
Coast Guard Moorings	Peoria, IL	CGC SANGAMON	NML11
Coast Guard Moorings	St. Louis, MO	CGC CHEYENNE, CGC OBION, CGC SUMAC	NML3
Coast Guard Moorings	Sallisaw, OK	CGC MUSKINGUM	NML12
Coast Guard Moorings	Sewickley, PA	CGC OSAGE	NML2
Coast Guard Moorings	Vicksburg, MS	CGC KICKAPOO	NML14

If you write to any of the Groups in the Second District, send your letter to the Radioman-in-Charge (RMIC). For the tenders, address your letter to the Officer in Charge. If you don't get a reply, you might try sending your letter to the RMIC at the Group the tender was talking to.



Coast Guard Cutter Kanawha, a buoy tender on the Mississippi River.

EIGHT

Operations Above 30 MHz

The Coast Guard is tasked with providing distress communications assistance along the nation's coasts. An important part of this assistance is provided through the National VHF-FM Distress System.

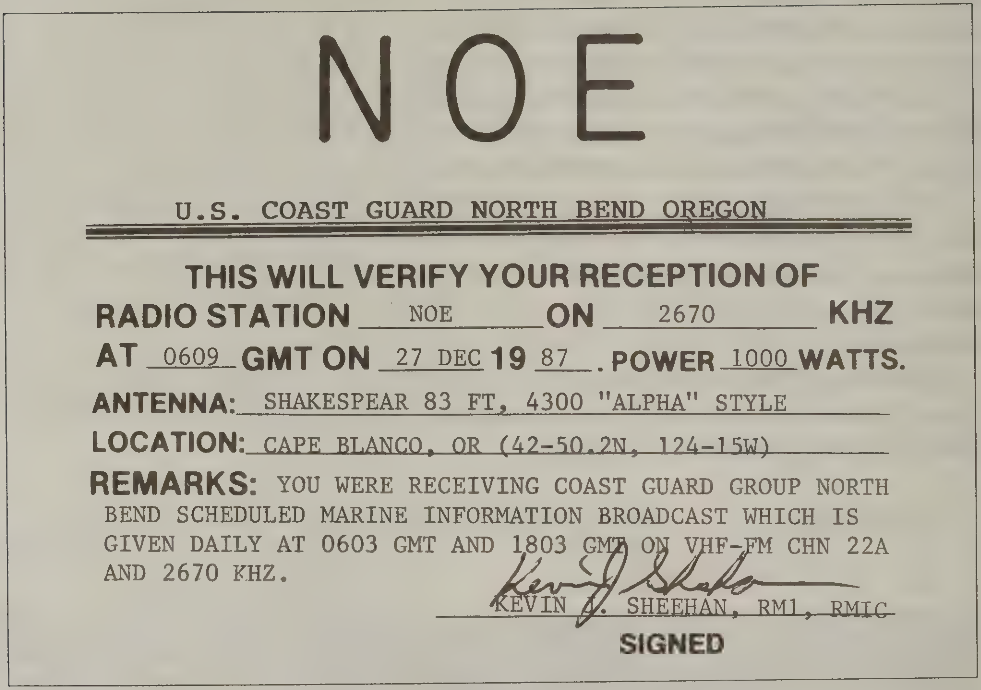
The objective of this system is to provide distress, safety marine information broadcasts and command and control VHF-FM communications coverage in all areas of boating activity (including inland waters) in which the Coast Guard has SAR responsibility. Coastal area coverage is provided to at least 20 miles offshore, and in adjacent tidal waters. In areas where heavy concentrations of boating activity exist greater than 20 miles offshore, coverage is also provided to the greatest extent practicable.

Complete coverage of large bodies of inland waters, such as Puget Sound, Long Island, Chesapeake Bay and the U.S. waters of the Great Lakes is required. Coverage is also required on the navigable waterways where commercial or recreational traffic exists and the Coast Guard has SAR responsibility.

The system generally consists of VHF-FM base stations with high elevation antennas (greater than 100 feet). The system includes remote receivers as required to provide the desired coverage. Base stations are controlled either locally or remotely through various means (e.g. leased, dedicated telephone lines, microwave links, VHF links, etc.). The system is designed to achieve a high degree of operational readiness.

The Coast Guard uses a number of frequencies in the VHF-FM marine band. Although you may hear Coast Guard units operating on virtually any VHF marine band channel, those shown below are most likely to have Coast Guard activity:

CHANNEL	FREQUENCY (MHz)	INTENDED USE
6	156.300	Ship to ship communications
12	156.600	Port operations
13	156.650	Bridge to bridge ship communications
14	156.700	Port operations, CG Vessel Traffic System (VTS)
16	156.800	Distress, safety & calling
21	157.050	Primary CG working frequency
22A	157.100	CG/civilian working frequency
23	157.150	Secondary CG working frequency
81	157.075	CG marine safety working freq.
83	157.175	CG Auxiliary working frequency



NOE

U.S. COAST GUARD NORTH BEND OREGON

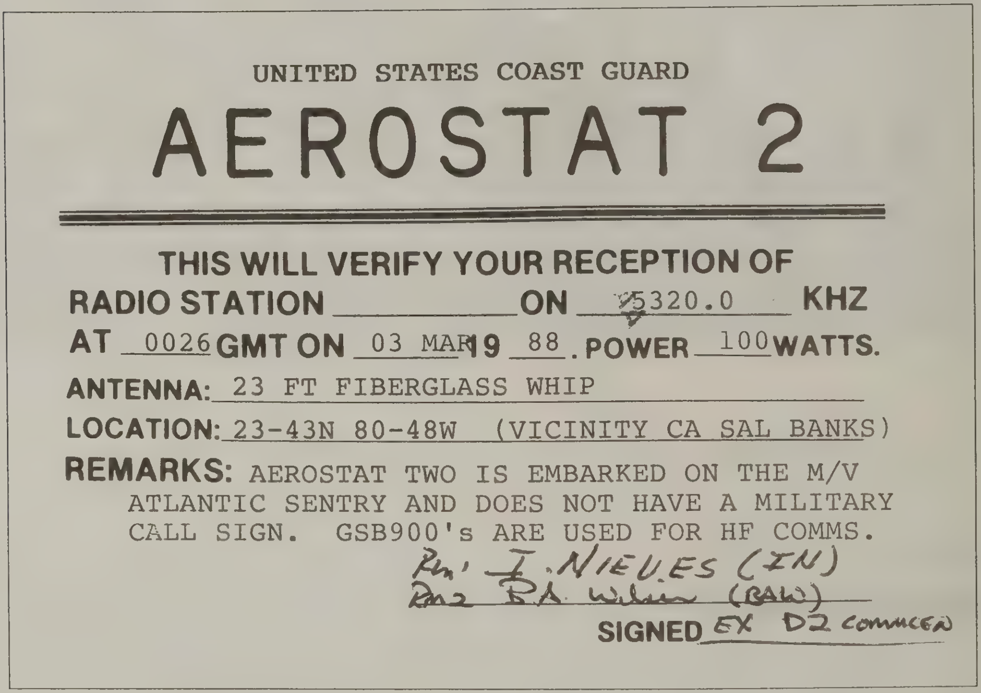
THIS WILL VERIFY YOUR RECEPTION OF
RADIO STATION NOE **ON** 2670 **KHZ**
AT 0609 **GMT ON** 27 DEC **19** 87 **. POWER** 1000 **WATTS.**

ANTENNA: SHAKESPEAR 83 FT, 4300 "ALPHA" STYLE

LOCATION: CAPE BLANCO, OR (42-50.2N, 124-15W)

REMARKS: YOU WERE RECEIVING COAST GUARD GROUP NORTH BEND SCHEDULED MARINE INFORMATION BROADCAST WHICH IS GIVEN DAILY AT 0603 GMT AND 1803 GMT ON VHF-FM CHN 22A AND 2670 KHZ.

Kevin J. Sheehan
KEVIN J. SHEEHAN, RM1, RMIC
SIGNED



UNITED STATES COAST GUARD

AEROSTAT 2

THIS WILL VERIFY YOUR RECEPTION OF
RADIO STATION ____ **ON** 5320.0 **KHZ**
AT 0026 **GMT ON** 03 MAR **19** 88 **. POWER** 100 **WATTS.**

ANTENNA: 23 FT FIBERGLASS WHIP

LOCATION: 23-43N 80-48W (VICINITY CA SAL BANKS)

REMARKS: AEROSTAT TWO IS EMBARKED ON THE M/V ATLANTIC SENTRY AND DOES NOT HAVE A MILITARY CALL SIGN. GSB900's ARE USED FOR HF COMMS.

Rm1 I. NIEVES (IN)
Rm2 B.A. Wilson (BAW)
SIGNED EX D2 COMMCEN

NINE

HOW TO VERIFY COAST GUARD TRANSMISSIONS

Listening to the Coast Guard in action on the radio is often quite exciting and may be all that's needed to satisfy the interests of many monitoring hobbyists who will use this guide. Others may like to establish a more tangible contact with the Coast Guard. For them, receiving verification cards from the many ship and shore stations they hear is the natural course to follow.

The Coast Guard, by virtue of its close association with the civilian public, has traditionally been very good in providing QSL's to listeners. There are, however, a few simple rules to follow when seeking these souvenirs of your exploits.

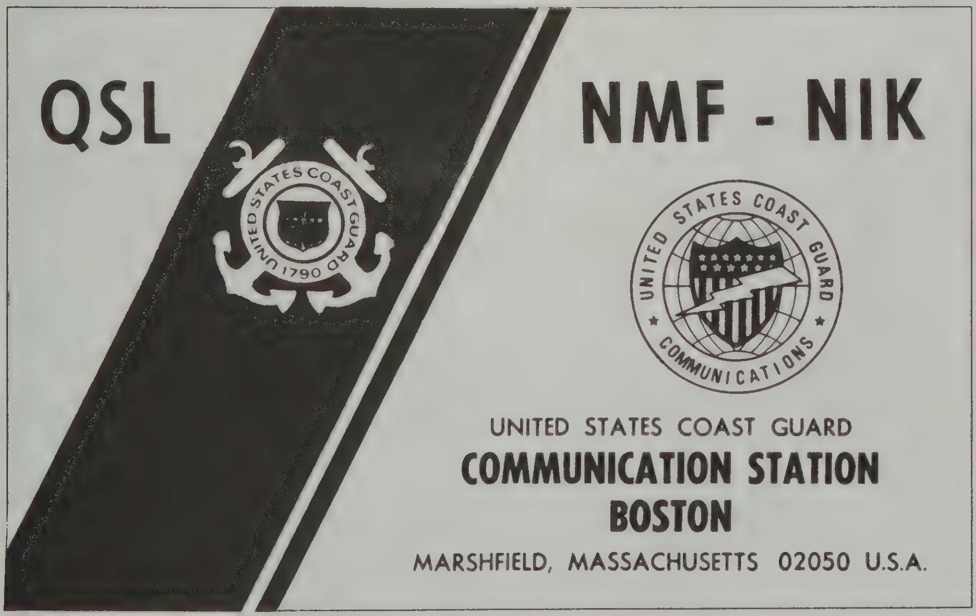
The reports themselves should be formatted much the same as you would when writing to any commercial short wave station. Be sure to indicate the date, time, frequency and mode of transmission (USB, CW, RATT, etc.) heard. Also indicate the type of transmission heard, e.g. high seas weather broadcast, notice to mariners broadcast (list some of the numbers and/or what they are about), or the name(s) of other units the station was in contact with. NEVER, under any circumstances, mention the actual content of a transmission that is not intended for the general public. An example of this would be a conversation between two cutters about a law enforcement operation. Divulging such information is not only illegal under Federal law, it will almost certainly insure you will not receive a QSL. In addition to the basic information, tell a little about yourself. How long have you been listening? What do you do for a living? What kind of equipment do you use? If you are a ham radio operator or intend to become one, mention it. Many Coast Guard Radiomen are also hams.

Some Communication Stations have their own attractive printed QSL cards. Most other shore units, cutters, aircraft, etc. do not. The use of a prepared form card (PFC) is almost mandatory in these cases in order to receive a reply. You can have some simple generic type cards printed at reasonable cost, or you can make your own. A nice aspect of using PFC's is you can make them as simple or as fancy as you wish.

In addition to your QSL card, the people who answer your reports will sometimes enclose some information about their ship or unit, and perhaps a photograph or even a jacket patch.

QSLing the Coast Guard stations that you hear can be an interesting and enjoyable addition to the hobby. Just be sure to follow these rules, and keep your letters brief and polite.

For a detailed discussion on the subject of writing reception reports and collecting QSLs see Gerry Dexter's book Secrets of Successful QSL'ing - The Complete Guide to Reception Reports and QSL Collecting (Tiare Publications)



QSL

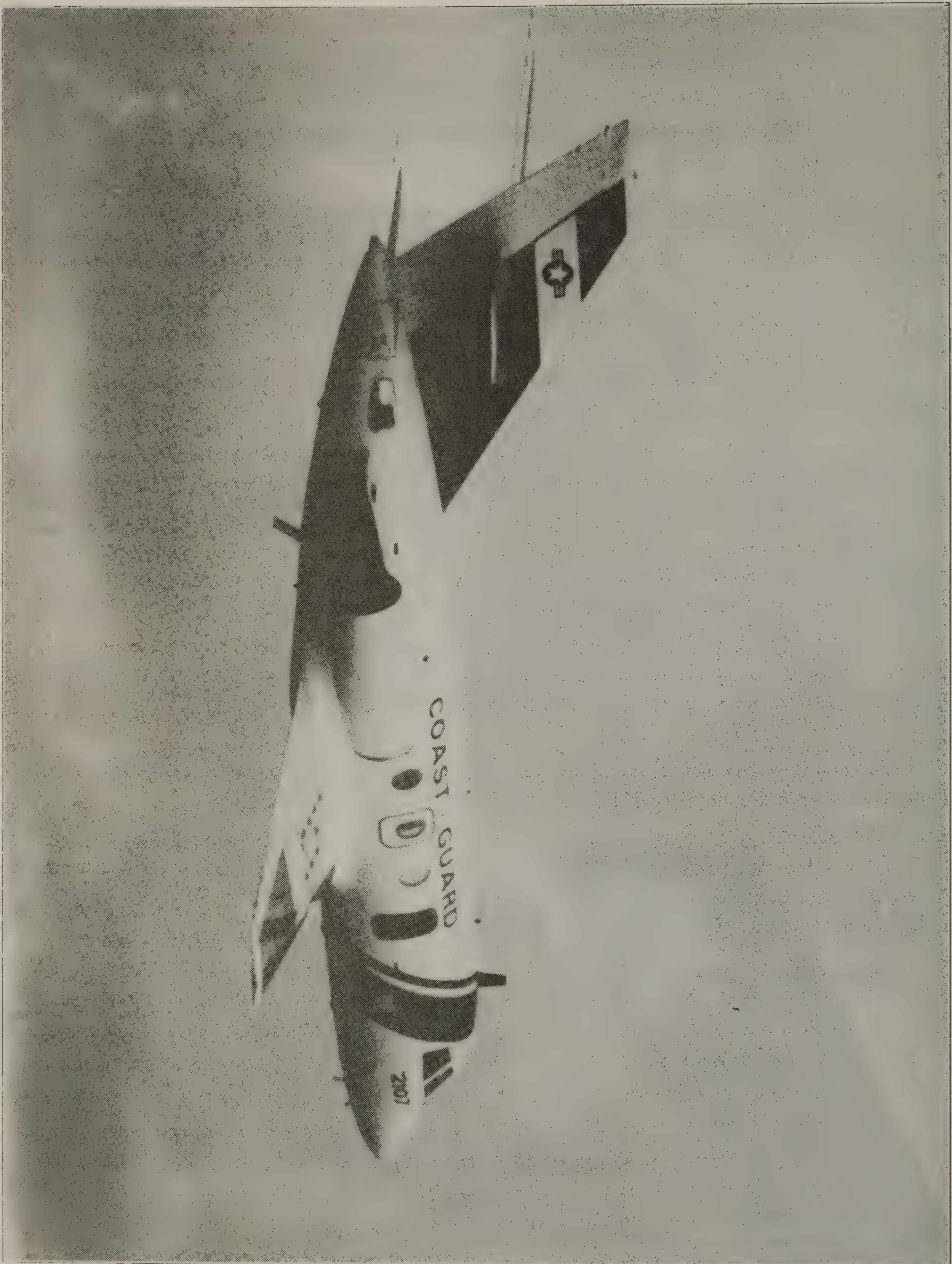
NMF - NIK

UNITED STATES COAST GUARD

COMMUNICATION STATION

BOSTON

MARSHFIELD, MASSACHUSETTS 02050 U.S.A.



The highly sophisticated HU-25A "Guardian" on patrol.

TEN

Into The Future

The maritime region is vital to America's economy and security and its importance can only become greater as we move toward the 21st century. Coast Guard planners are continually taking steps to ensure that the Service is ready to meet the challenges of the future and that it is ready to do its part in keeping the high seas safe and secure.

The war against drug smuggling will continue to be a high priority for the Coast Guard as long as criminals continue to use the seas as a means of entry. Likewise, increased emphasis on the Coast Guard's military preparedness mission and the Maritime Defense Zone (MDZ) plan can be expected.

The Coast Guard's traditional search and rescue activities will continue to be one of the most important of the three core missions. Along with defense readiness and maritime law enforcement, the men and women of the Coast Guard stand ready to continue the proud heritage of service of which they are part.

So far as communications are concerned there will likely be greater emphasis on transmission security. In order for the Coast Guard to perform its missions of law enforcement and maritime defense, privacy has never been more vital to success. The ability to communicate with the public, however, must likewise be retained. Civilians can therefore expect to always be able to call for assistance or information.

In 1994, the Coast Guard expects to turn over operation of all European LORAN stations to their host countries. Stations in Spain, Italy, Turkey and West Germany will no longer be manned by U.S. Coast Guard personnel. The first of these stations, Sylt, West Germany, was turned over to the host government in the spring of 1989.

At the same time, new and unusual uses are being found for LORAN signals. One such application inolves trucking firms deriving the positions of their 18-wheelers from LORAN-C signals. This and other information is then transmitted on VHF frequencies back to the main office by bouncing the signal off sand-sized bits of meteors as they burn up in the atmosphere 50 to 70 miles above the earth. Called "meteor burst," systems like this are far more affordable than satellite systems.

Greater use of satellites and other more sophisticated methods of communication are expected to replace nearly all use of CW in the coming years. The Global Maritime Distress and Safety System (GMDSS) has been developed and backed by the Coast Guard, the FCC, the Defense Mapping Agency and others. Only the future will determine if CW truly goes the way of the brontosaurus.

Several new classes of ships are planned in the coming years. A new class patrol boat, the 122-foot "Heritage Class" is under development and may enter service in the next few years. They will become part of the continuing replacement program for the aging "Point" and "Cape" classes of patrol boats.

By 1994, many of the Coast Guard's ocean-going buoy tenders (WLB's) will be more than 50 years old. By that time, however, the first of a new class of vessels should be entering service. Plans call for ships with greater speed and endurance, more work area on deck, improved maneuverability and a smaller crew.

If funding permits, at least one new icebreaker will enter service in the coming years. Initial designs call for a futuristic-looking breaker 460-feet in length, able to steam for up to 80 days and break ice up to 8-feet thick.

One thing to bear in mind as you use and read this guide: the Coast Guard and its communication system is dynamic, and as such it is constantly changing. By the time you read this, new ships and stations may be in service and others may no longer exist.

The Coast Guard celebrates its 200th birthday in 1990. It bears little resemblance to the Revenue Marine of 1790, and yet its dedicated people, not the least of whom are the "communicators," stand "Semper Paratus" - Always Ready to meet the future and the challenges that it brings with it.

ELEVEN

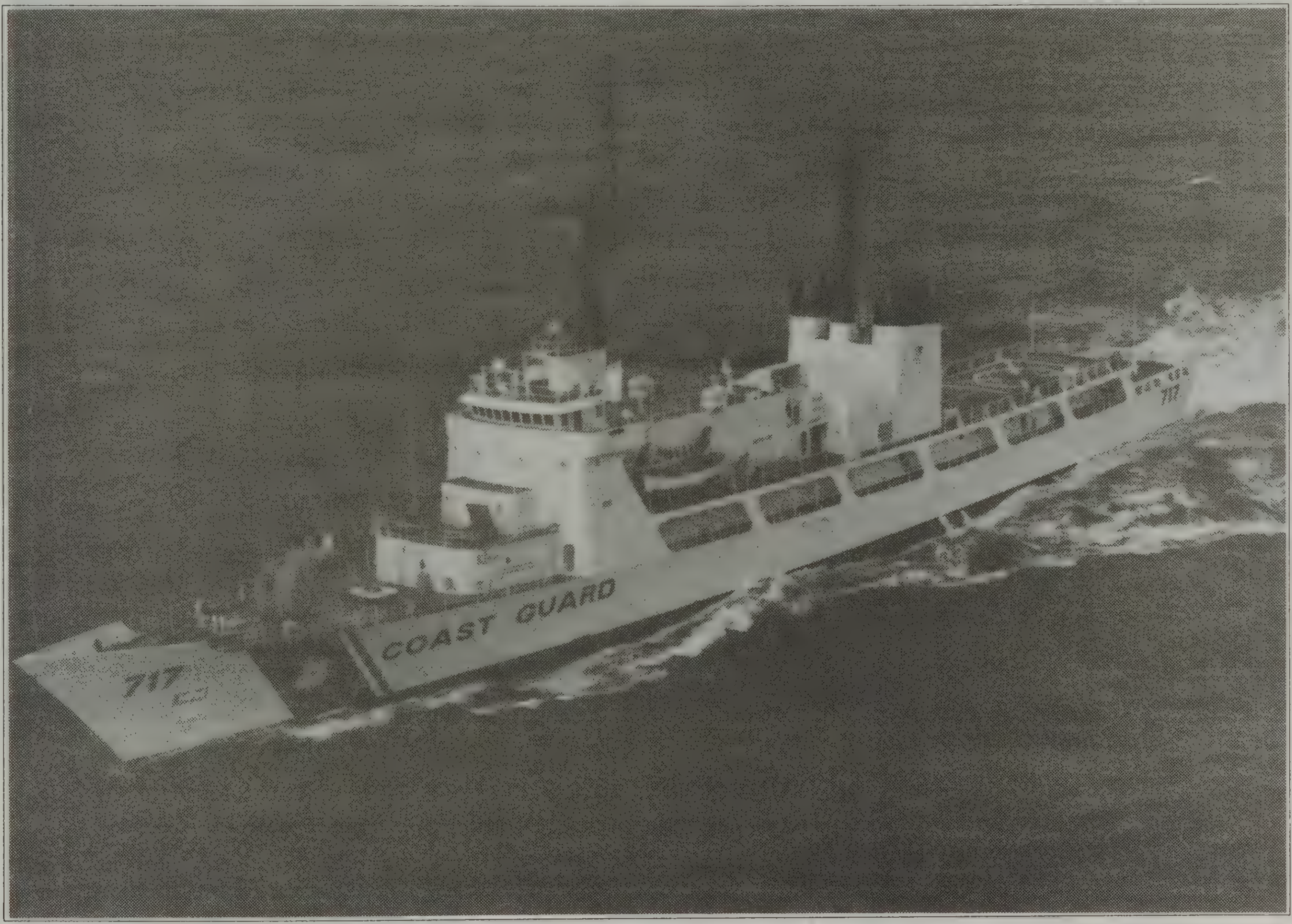
The Coast Guard Fleet

COAST GUARD CUTTER CLASSIFICATION

Amazingly, the Coast Guard actually operates one of the largest "navies" in the world. A wide variety of sizes and types of vessels make up the Coast Guard fleet, and designations closely follow the U.S. Navy system. The exception is the "W" stuck-on the front for all Coast Guard vessels. This "W" very unofficially stands for "white painted ship."

HIGH ENDURANCE CUTTERS (WHEC):

Hamilton Class - Largest cutters (exclusive of icebreakers) in Coast Guard Service. Gas turbine and diesel engines. Weapons systems include 5-inch gun, torpedo tubes, grenade launchers and machine guns. As these vessels go through mid-life modernization, Harpoon anti-ship missles and the Phalanx Close-in weapons system are being installed. Can support one helicopter. Numbers WHEC 715-726. Length: 378 feet. Speed: max 29 knots. Crew: 148-165.



The Mellon, a high endurance cutter homeported in Seattle.

MEDIUM ENDURANCE CUTTERS (WMEC):

Bear Class - Newest class of major cutters. Diesel engines provide range of over 10,000 miles at economical speeds. Can embark one helicopter. Highly advanced integrated electronics system. One 76-mm gun and machine guns. Numbers WMEC 901-913. Length: 270 feet. Speed: 19.5 knots. Crew: 97.

Reliance Class - Very successful class of search and rescue ships. Diesel engines in some and hybrid gas turbine/diesel plants in some others. One 3-inch gun, grenade launchers and machine guns. Numbers WMEC 615-630. Length: 210 feet. Speed: 18 knots. Crew: 64-76.

Former Salvage Ships - Three former Navy salvage ships (Escape, Acushnet and Yocona) were either permanently transferred or loaned to the Coast Guard. All built 1943-44. Twin 40 mm grenade launchers and diesel engines. Length: 213 feet. Speed: 15.5 knots. Crew: 77.

Former Fleet Tugs - Another class transferred from the Navy to Coast Guard, these circa 1942-43 fleet tugs have been pressed into SAR and law enforcement duties. One 3-inch gun and grenade launchers. Diesel propulsion plant. Numbers WMEC 76, 85, 153, 165 and 166. Length: 205 feet. Speed: 16.2 knots. Crew: 76.

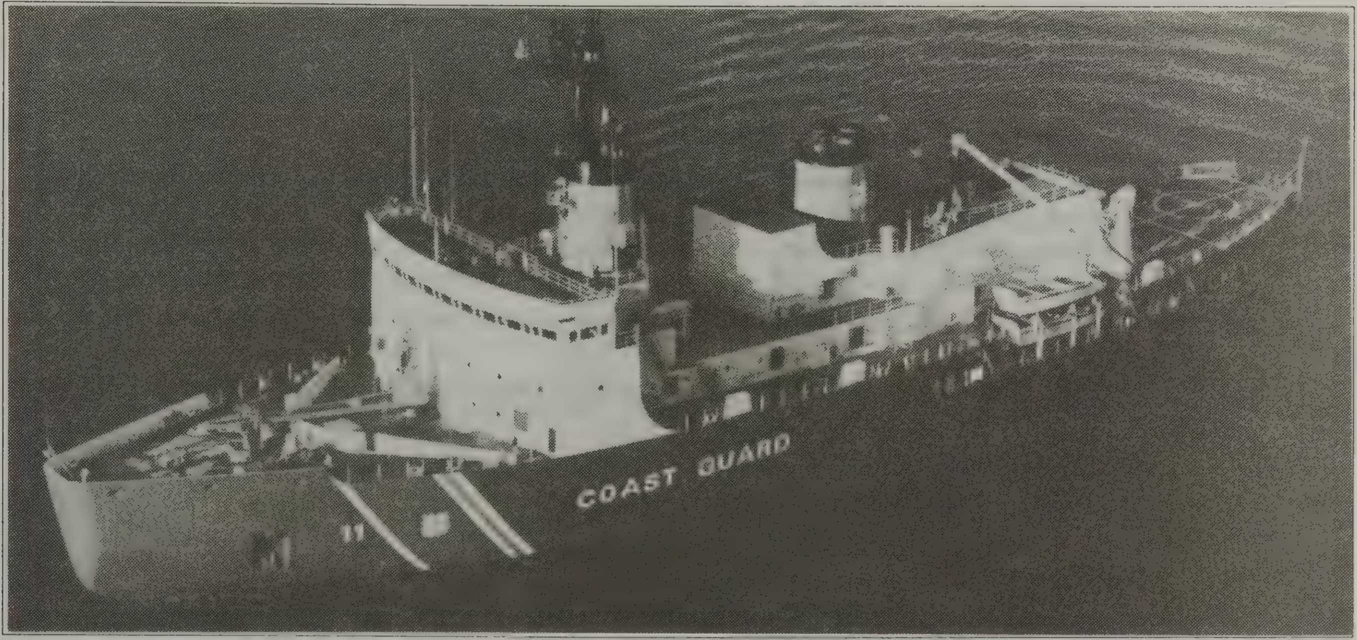
Storis Class - This one ship class was built especially for ice breaking in the seas around Greenland. The Storis (originally named Eskimo) has worked in Alaskan waters since 1949. One 3-inch gun and machine guns. Diesel engines. Length: 230 feet. Speed: 14 knots. Crew: 72.

The 210 foot medium endurance cutter Active with helo embarked.

ICEBREAKERS (WAGB):

Polar Class - Although several breakers were planned in this class, only two were actually contructed. They are the largest in the free world. Can support two helicopters. Arctic and oceanographic laboratories onboard. Length: 399 feet. Speed: 18 knots. Crew: 139.

Mackinaw Class - Another one ship class, this breaker was specially built in 1944 for service on the Great Lakes. Longer and wider with shallower draft than most ocean going vessels of



One of two ocean going icebreakers currently in service, the Polar Sea.

this type. Originally named Manitowoc. Length: 290 feet. Speed: 18.7 knots. Crew: 127.

SURFACE EFFECTS SHIPS (WSES):

Seabird Class - Designed primarily for law enforcement duties, these Key West based vessels ride on a cushion of air. They carry machine guns and can stay at sea for 7-10 days. Length: 110 feet. Speed: up to 33 knots. Crew: 17.

PATROL BOATS (WPB):

Island Class - New class of offshore surveillance and search and rescue vessels. Weapons include 20 mm gun, machine guns and grenade launcher. Based on British design, it has two diesel engines. Numbers WPB 1301-1377. Length: 109 feet. Speed: 26 knots. Crew: 16.

Cape Class - Constructed between 1953 and 1959, these once relatively heavily armed cutters now carry only small arms. Range of 2,500 to 3,000 nm on 4 diesel engines. Numbers WPB 95300 to 95332. Length: 95 feet. Speed: 21 knots. Crew: 17.

Point Class - These smaller vessels were designed for port security and search and rescue. Steel hulls with aluminum superstructures. Machine guns and grenade launcher. Number WPB 82302-82379. Length: 83 feet. Speed: 23 knots. Crew: 10.

BUOY TENDERS (WLB, WLM, WLI, WLIC, WLR):

Balsam Class - Seagoing buoy tenders, these hard working ships were built from 1942-45. They service navigation buoys and other aids to navigation in primarily coastal waters. Numbers WLB 277-407. Length: 180 feet. Speed: 13-15 knots. Crew: 53.

Hollyhock Class - Only one ship (CGC Fir - WLM 212) remains in service. This coastal buoy tender is similar to Balsam Class. Length: 173 feet. Speed: 12 knots. Crew: 40.

Red Class - Coastal buoy tenders, have strengthened steel hulls for light icebreaking. Built 1964-71. Numbers WLM 685-689. Length: 157 feet. Speed: 12.8 knots. Crew: 35.

White Class - These coastal buoy tenders are converted Navy self-propelled lighters built in 1943. Numbers WLM 540-547. Length: 133 feet. Speed: 9.8 knots. Crew: 19-22.

Cosmos Class - Designated inland construction tenders with exception of Bluebill which is inland buoy tender. Built 194-245, numbers WLIC 293-316 and WLI 313. Length: 100 feet. Speed: 10.5 knots. Crew: 14.

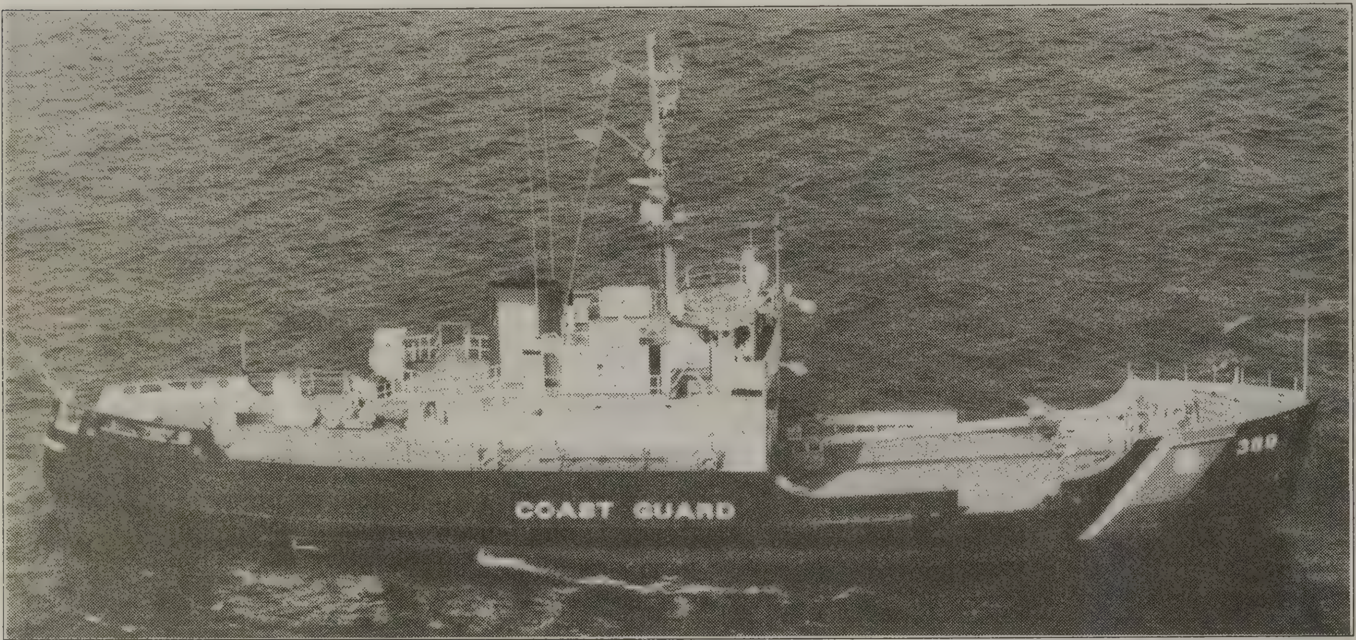
Buckthorn Class - Another inland buoy tender, the Buckthorn (built in 1963) operates on the Great Lakes. Length: 100 feet. Speed: 11.9 knots. Crew: 17.

Berry Class - Smaller inland buoy tenders, some built in 1946, others in 1954. Length: 65 feet.

Anvil Class - This class of inland construction tenders was launched 1962-65. Length: 75 feet. Speed: 8-9 knots. Crew: 9-10.

Pamlico Class - Newest class of inland contruction tenders, built at Coast Guard Yard, Curtis Bay, MD in 1976. Length: 160 feet. Speed: 10 knots. Crew: 13.

River Tenders - Several different classes of vessels make up the "Brown Water Coast Guard." Cutter Dogwood, launched in 1940, is one of oldest vessels still active in the Coast Guard. All push a work barge, servicing lights and buoys on Mississippi, Ohio, Arkansas, Tennessee and other inland rivers. They carry designation WLR, and include Sumac, Dogwood, Lantana, Gasconade and Ouachita Classes. Length: 65-114 feet. Speed: 10-11 knots. Crew: 13-20.



The ocean going buoy tender "Bittersweet" off the Atlantic Coast.

TUGS (WTGB, WYTM, WYTL)

Bay Class - Largest tugs constructed specifically for Coast Guard, they have specially strengthened hulls for ice breaking. Can break ice up to 20 inches in thickness. Length: 140 feet. Speed: 14.7 knots. Crew: 17.

Manitou Class - Although the namesake (and most others of this class) is no longer in commission, three are still in operation. Built from 1939-1943, they are being replaced by Bay Class tugs. Length: 110 feet. Speed: 11.2 knots. Crew: 20.

65-Foot Class - These general purpose vessels were launched from 1961-1967. Are designated small harbor tugs. Length: 65 feet. Speed: 10.5 knots. Crew: 10.

MISCELLANEOUS OTHER VESSELS

The Coast Guard operates several ferries between lower Manhattan and the large Coast Guard installation on Governors Island, New York. They are civilian manned, have no hull numbers or call signs and are not designated cutters. They are: The Governor, Lt. Samuel S. Coursen, PVT. Nicholas Minue, The Tides.

At one time the Coast Guard operated many lightships in and around harbors and other treacherous coastal areas. All have now been stricken from the rolls, the Lightship II (WLV 613) in 1984 and Lightship I (WLV 612) in 1985. They remained moored at Coast Guard Support Center Boston.

The following is a list of all Coast Guard Cutters showing their mailing addresses, hull numbers and call signs. When writing to a cutter for a QSL, your letter should be addressed to the "Radioman in Charge" for WHEC's, WMEC's and WAGB's. For all other classes, write to the commanding officer.

COAST GUARD CUTTERS

When addressing your correspondence to cutters, use the following example as the form of address:

Radioman-in-Charge (or Commanding Officer as appropriate)
c/o CG Support Center
USCGC BEAR (WMEC-901)
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

The cutter's radio callsign should not included a spart of the address, but the hull type and number should.

NOTES:
* No International Callsign Assigned (or not yet assigned)
HT/N = Hull Type and Number

USCG ACACIA
HT/N: WLB-406
CALL: NODY
Grand Haven, MI 49417-9999

USCG ACTIVE
HT/N: WMEC-618
CALL: NRTF
City Pier
Port Angeles, WA
98362-0118

USCGC ACUSHNET
HT/N: WMEC-167
CALL: NNHA
P.O. Box 303
Gulfport, MS 39502-1198

USCGC ADAK
HT/N: WPB-1333
CALL: NZRW
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USGC ALERT
HT/N: WMEC-630
CALL: NZVE
C.G. Training Center
Cape May, NJ 08204-5086

USCGC ANACAPA
HT/N: WPB-1335
CALL: NEXY
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC ANVIL
HT/N: WLIC-75301
CALL: *
P.O. Box 2647
Corpus Christi, TX
78403-2647

USCGC AQUIDNECK
HT/N: WPB-1309
CALL: NBTC
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC ASSATEAGUE
HT/N: WPB-1337
CALL: NDRV
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC ATTU
HT/N: WPB-1317
CALL: NABS
c/o CG Base,
Box S-2029
San Juan, PR 00903-2039

USCGC AXE
HT/N: WLIC-75310
CALL: *
c/o Coast Guard Base
South Broad St.
Mobile, AL 36615-1390

USCGC BARANOF
HT/N: WPB-1318
CALL: NCUI
c/o Coast Guard Base
100 MacArthur Causeway
Miami, FL 33139-5101

USCGC BASSWOOD[2]
HT/N: WLB-388
CALL: NODG
FPO San Francisco, CA
96661-3901

USCGC BAYBERRY
HT/N: WLI-65400
CALL: *
2700 W. Commodore Way
Seattle, WA 98199-1234

USCGC BEAR
HT/N: WMEC-901
CALL: NRKN
c/o CG Support Center
4000 Coast Guard Blvd.
Portsmouth, VA
23703-2199

USCGC BISCAYNE BAY
HT/N: WTGB-104
CALL: NRUS
St. Ignace, MI 49781-1899

USCGC BITTERSWEET
HT/N: WLB-389
CALL: NODH
c/o Coast Guard Base
Woods Hole, MA
02543-1099

USCGC BLACKBERRY
HT/N: WLI-65303
CALL: *
300 Caswell Beach Road
Caswell Beach, NC
28461-8443

USCGC BLACKHAW
HT/N: WLB-390
CALL: NODI
Coast Guard Base
Yerba Buena Island
San Francisco, CA
94130-5013

USCGC BLUEBELL
HT/N: WLI-313
CALL: NODD
Port Safety Station
6767 N. Basin St.
Portland, OR 97217-3992

USCGC BOLLARD
HT/N: WYTL-65614
CALL: *
120 Woodward Ave.
New Haven, CT 06512-3698

USCGC BOUTWELL
HT/N: WHEC-719
CALL: NYCQ
c/o Logistics Support Branch
1519 Alaskan Way S.
Pier 36, Bldg. 7
Seattle, WA 98134-1192

USCGC BRAMBLE
HT/N: WLB-392
CALL: NODK
P.O. Box 610786
Ft. of Lincoln Ave.
Port Huron, MI 48060-0786

USCGC BRIDLE
HT/N: WYTL-65607
CALL: *
c/o Coast Guard Base
P.O. Box 5000
Southwest Harbor, ME
04679-5000

USCGC BRISTOL BAY
HT/N: WTGB-102
CALL: NRLY
c/o Coast Guard Base
Ft. of Mt. Elliott Ave.
Detroit, MI 48207-4380

USCGC BUCKTHORN
HT/N: WLI-642
CALL: NADT
c/o Coast Guard Base
Sault Ste. Marie, MI
49783-9501

USCGC BUTTONWOOD
HT/N: WLB-306
CALL: NRPX
P.O. Box 1902
Galveston, TX 77553-1902

USCGC CAMPBELL
HT/N: WMEC-909
CALL: NRDC
State Pier
New Bedford, MA
02740-7272

USCGC CAPE CARTER
HT/N: WPB-95309
CALL: NJSJ
P.O.
Box 210009
Auke Bay, AK 99821-0009

USCGC CAPE CORWIN
HT/N: WPB-95326
CALL: NVUN
Maaleae Harbor
Maui, HI 96793-9552

USCGC CAPE CROSS
HT/N: WPB-95321
CALL: NPDZ
P.O. Box 4819
Hilo, HI 96720-0819

USCGC CAPE CURRENT
HT/N: WPB-95307
CALL: NLIE
c/o Coast Guard Station
Broward County Park
7000 N. Ocean Drive
Dania, FL 33004-3079

USCGC CAPE FOX
HT/N: WPB-95316
CALL: NIPO
Key West, FL 33040-0005

USCGC CAPE GEORGE[2]
HT/N: WPB-95306
CALL: NYRW
FPO San Francisco
96662-3904

USCGC CAPE GULL
HT/N: WPB-95304
CALL: NRLZ
c/o Coast Guard Base
100 MacArthur Causeway
Miami, FL 33139-5101

USCGC CAPE HATTERAS
HT/N: WPB-95305
CALL: NRDA
P.O. Box 1010
Petersburg, AK 99833-1010

USCGC CAPE HENLOPEN
HT/N: WPB-95328
CALL: NYOE
c/o Coast Guard Group
Woods Hole, MA
02543-1099

USCGC CAPE HIGGON
HT/N: WPB-95302
CALL: NRDE
General Delivery
Gloucester, MA
01930-9999

USCGC CAPE HORN
HT/N: WPB-95322
CALL: NPUF
Fort Tilden, NY 11695-0511

USCGC CAPE KNOX
HT/N: WPB-95312
CALL: NGBO
c/o Coast Guard Base
196 Tradd St.
Charleston, SC 39401-1817

USGC CAPE MORGAN
HT/N: WPB-95313
CALL: NFLW
c/o Coast Guard Base
259 High Street
S. Portland, ME 04106-0007

USGC CAPE ROMAIN
HT/N: WPB-95319
CALL: NLBB
CG Base Yerba Buena Island
San Francisco, CA 94130-5013

USGC CAPSTAN
HT/N: WYTL-65601
CALL: *
P.O. Box 491
Ft. Belvoir, VA 22060-0491

USCGC CATENARY
HT/N: WYTL-65606
CALL: *
1 Washington Ave.
Philadelphia, PA 19147-4395

USCGC CHANDELEUR
HT/N: WPB-1319
CALL: NFFS
c/o CG Base
100 MacArthur Causeway
Miami, FL 33139-5199

USCGC CHASE
HT/N: WHEC-718
CALL: NLPM
Bath Iron Works
700 Washington St.
Bath, ME 04530-0999

USCGC CHENA
HT/N: WLR-75409
CALL: *
P.O. Box 299
Hickman, KY 42050-0299

USCGC CHEROKEE
HT/N: WMEC-165
CALL: NNGP
c/o Naval Amphibious Base
Little Creek
Norfolk, VA 23520-5061

USCGC CHEYENNE
HT/N: WLR-75405
CALL: *
Coast Guard Base
Foot of Iron St.
St. Louis, MO 63111-2536

USCGC CHILULA
HT/N: WMEC-153
CALL: NPIN
P.O. Box 56
Atlantic Beach, NC
28512-0056

USCGC CHINCOTEAGUE
HT/N: WPB-1320
CALL: NAOI
c/o CG Group
South Broad Street
Mobile, AL 36615-1390

USCGC CHIPPEWA
HT/N: WLR-75404
CALL: *
201 Coast Guard Lane
Owensboro, KY 42301-0277

USCGC CHOCK
HT/N: WYTL-65602
CALL: *
4000 Coast Guard Blvd.
Portsmouth, VA
23703-2199

USCGC CHOKEBERRY
HT/N: WLI-65304
CALL: *
P.O. Box 349
Crisfield, MD 21817-0349

USCGC CIMARRON
HT/N: WLR-65502
CALL: *
P.O. Box 55
Buchanan, TN 38222-9801

USCGC CITRUS
HT/N: WMEC-300
CALL: NRPQ
P.O. Box 1179
Coos Bay, OR 97420-0310

USCGC CLAMP
HT/N: WLIC-75306
CALL: *
c/o Coast Guard Base
General Delivery
Galveston, TX 77553-3001

USCGC CLEAT
HT/N: WYTL-65615
CALL: *
1 Washington Ave.
Philadelphia, PA 19147-4395

USCGC CLOVER
HT/N: WMEC-292
CALL: NRPK
Foot of Commercial St.
Eureka, CA 95501-0242

USCGC CONFIDENCE
HT/N: WMEC-619
CALL: NHKW
c/o Patrick AFB
Cocoa, FL 32925-5000

USCGC CONIFER
HT/N: WLB-301
CALL: NRPR
c/o Coast Guard Base
Terminal Island
P.O. Box 8
San Pedro, CA 90731-0208

USCGC COURAGEOUS[8]
HT/N: WMEC-622
CALL: NCRG

USCGC COWSLIP
HT/N: WLB-277
CALL: NAFO
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC CUSHING
HT/N: WPB-1321
CALL: NOFR
c/o CG Group
South Broad Street
Mobile, AL 36615-1390

USCGC CUTTYHUNK
HT/N: WPB-1322
CALL: NEDI
c/o CG Group
Port Angeles, WA
98362-0159

USCGC DALLAS
HT/N: WHEC-716
CALL: NPCR
Bath Iron Works
700 Washington St.
Bath, ME 04530-0999

USCGC DAUNTLESS
HT/N: WMEC-624
CALL: NDTS
Coast Guard Base
100 MacArthur Causeway
Miami Beach, FL
33139-5199

USCGC DECISIVE
HT/N: WMEC-629
CALL: NUHC
c/o Coast Guard Station
600 8th Ave. SE
St. Petersburg, FL
33701-5099

USCGC DEPENDABLE
HT/N: WMEC-626
CALL: NOWK
P.O. Box 2626
Panama City, FL
32402-2626

USCGC DILIGENCE
HT/N: WMEC-616
CALL: NMUD
c/o Patrick AFB, FL
32925-7528

USCGC DOGWOOD
HT/N: WLR-259
CALL: NUNA
P.O. Box 7627
Pine Bluff, AR 71611-7627

USCGC DRUMMOND
HT/N: WPB-1323
CALL: NHSD
9235 Grouper Rd.
Cape Canaveral, FL
32920-4402

USCGC DURABLE
HT/N: WMEC-628
CALL: NRUN
c/o CG Station
600 8th Ave. SE
St. Petersburg, FL
33701-5099

USCGC EAGLE
HT/N: WIX-327
CALL: NRCB
FPO New York 09568-3906

USCGC EDISTO
HT/N: WPB-1313
CALL: NLKY
P.O. Box 215
Crescent City, CA
95531-0215

USCGC ELDERBERRY
HT/N: WLI-65401
CALL: *
P.O. Box 550
Petersburg, AK 99833-0550

USCGC ESCANABA
HT/N: WMEC-907
CALL: NNAS
c/o CG Support Center
427 Commercial Street
Boston, MA 02109-1027

USCGC ESCAPE
U.S. Naval Station
Charleston, SC 29408-5000
HT/N: WMEC-6
CALL: NBPG

USCGC EVERGREEN
HT/N: WMEC-295
CALL: NRXD
Fort Trumbull
New London, CT
06320-5593

USCGC FARALLON
HT/N: WPB-1301
CALL: NABK
c/o Coast Guard Base
100 MacArthur Causeway
Miami Beach, Fl
33139-5199

USCGC FIR
HT/N: WLM-212
CALL: NRYR
2700 W. Commodore Way
Seattle, WA 98199-1234

USCGC FIREBUSH
HT/N: WLB-393
CALL: NODL
P.O. Box 65F
SUPRTCEN
Kodiak, AK 99619-5000

USCGC FORWARD
HT/N: WMEC-911
CALL: NICB
c/o CG Support Center
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC GALLATIN[5]
HT/N: WHEC-721
CALL: NJOR
FPO New York, NY
09570-3908

USCGC GASCONADE
HT/N: WLR-75401
CALL: *
P.O. Box 12337
Omaha, NE 68112-0337

USCGC GENTIAN
HT/N: WLB-290
CALL: NRPI
P.O. Box 247
Atlantic Beach, NC
28512-0247

USCGC GREENBRIER[9]
HT/N: WLR-75501
CALL: *

USCGC HAMILTON
HT/N: WHEC-715
CALL: NMAG
427 Commercial St.
Boston, MA 02109-1027

USCGC HAMMER
HT/N: WLIC-75302
CALL: *
P.O. Box 385
Mayport, FL 32267-0385

USCGC HARRIET LANE[5]
HT/N: WMEC-903
CALL: NHNC
FPO New York 09577-3935

USCGC HATCHET
HT/N: WLIC-75309
CALL: *
c/o Goast Guard Base
General Delivery
Galveston, TX 77553-3001

USCGC HAWSER
HT/N: WYTL-65610
CALL: *
Pier 99/100
Governor's Island, NY
10004-5000

USCGC HORNBEAM
HT/N: WLB-394
CALL: NODM
c/o CG Training Center
Cape May, NJ 08204-5087

USCGC HUDSON
HT/N: WLIC-801
CALL: NCWX
100 MacArthur Causeway
Miami Beach, FL 33139-5101

USCGC IRIS
HT/N: WLB-395
CALL: NODN
Astoria, OR 97103-2099

USCGC IRONWOOD
HT/N: WLB-297
CALL: NRPN
P.O. Box 651
SUPRTCEN
Kodiak, AK 99619-5000

USCGC JARVIS[1]
HT/N: WHEC-725
CALL: NAQD
FPO San Francisco
96669-3912

USCGC KANAWHA
HT/N: WLR-75407
CALL: *
P.O. Box 3058
Memphis, TN 38173-0058

USCGC KANKAKEE[9]
HT/N: WLR-75500
CALL: *

USCGC KATMAI BAY
HT/N: WTGB-101
CALL: NRLX
c/o Coast Guard Base Sault
Ste Marie, MI 49783-9501

USCGC KENNEBEC
HT/N: WLIC-802
CALL: NRDJ
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC KICKAPOO
HT/N: WLR-75406
CALL: *
P.O. Box 31
Vicksburg, MS 39180-0031

USCGC KISKA
HT/N: WPB-1336
CALL: NUSF
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC LANTANA
HT/N: WLR-80310
CALL: *
P.O. Box 1343
Natchez, MS 39120-1343

USCGC KEY LARGO
HT/N: WPB-1324
CALL: NGEI
P.O. Box 1399
Tybee Island, GA
31328-1399

USCGC LEGARE
HT/N: WMEC-912
CALL: NRPM
c/o CG Support Center
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC LIBERTY
HT/N: WPB-1334
CALL: NJHT
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC LINE
HT/N: WYTL-65611
CALL: *
Governor's Island, NY
10004-5000

USCGC MACKINAW
HT/N: WAGB-83
CALL: NRKP
Cheboygan, MI 49721-9999

USCGC MADRONA
HT/N: WLB-302
CALL: NRPT
196 Tradd St.
Charleston, SC 29401-1817

USCGC MALLET
HT/N: WLIC-75304
CALL: *
P.O. Box 2647
Corpus Christi, TX
78403-2647

USCGC MALLOW[1]
HT/N: WLB-396
CALL: NODO
FPO San Francisco
96672-3913

USCGC MANITOU
HT/N: WPB-1302
CALL: NAEP
c/o Coast Guard Base
100 MacArthur Causeway
Miami Beach, FL
33139-5199

USCGC MARIPOSA
HT/N: WLB-397
CALL: NODP
Coast Guard Base
Ft. of Mt. Elliot Ave.
Detroit, MI 48207-4380

USCGC MATAGORDA
HT/N: WPB-1303
CALL: NAYM
c/o Coast Guard Base
100 MacArthur Causeway
Miami Beach, FL 33139-5199

USCGC MATINICUS
HT/N: WPB-1315
CALL: NDIS
c/o CG Group
Cape May, NJ 8204-5082

USCGC MAUI
HT/N: WPB-1304
CALL: NBEI
c/o Coast Guard Base
100 MacArthur Causeway
Miami Beach, FL
33139-5199

USCGC MELLON[3]
HT/N: WHEC-717
CALL: NDIT
FPO Seattle, WA
98799-2092

USCGC MESQUITE
HT/N: WHEC-717
CALL: NRPW
P.O. Box 57
Charlevoix, MI 49720-9999

USCGC METOMPKIN
HT/N: WPB-1325
CALL: NBKZ
c/o CG Base
196 Tradd St.
Charleston, SC 29401-1817

USCGC MIDGETT[4]
HT/N: WHEC-726
CALL: NHWR
FPO San Francisco
96672-3915

USCGC MOBILE BAY
HT/N:WTGB-103
CALL: NRUR
Sturgeon Bay, WI
54235-0287

USCGC MOHAWK[9]
HT/N:WMEC-913
CALL: NRUF
(To be homeported in Long
Beach, CA)

USCGC MOHICAN
HT/N: WYTM-73
CALL: NRKI
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2135

USCGC MONHEGAN
HT/N: WPB-1305
CALL: NEGS
U.S. Naval Station
Roosevelt Roads
P.O. Box 3823
FPO Miami, FL 34051-5000

USCGC MONOMOY
HT/N: WPB-1326
CALL: NKEC
c/o Coast Guard Base
Woods Hole, MA 02543-1009

USCGC MORGENTHAU[4]
HT/N: WHEC-722
CALL: NDWA
FPO San Francisco
96677-3916

USCGC MORRO BAY
HT/N: WTGB-106
CALL: NRWY
c/o RTC
Yorktown, VA 23690-5000

USCGC MUNRO[8]
HT/N: WHEC-724
CALL: NGDF

USCGC MUSKINGUM
HT/N: WLR-75402
CALL: *
P.O. Box 626
Sallisaw, OK 74955-0626

USCGC MUSTANG
HT/N: WPB-1310
CALL: NJSH
P.O. Box 49
Seward, AK 99664-0049

USCGC NANTUCKET
HT/N: WPB-1316
CALL: NKVQ
Naval Stn. Roosevelt Roads
P.O. Box 3823
FPO Miami, FL 34051-5000

USCGC NAUSHON
HT/N: WPB-1311
CALL: NEWR
c/o Coast Guard Base
P.O. Box 1658
Ketchikan, AK 99901-6698

USCGC NEAH BAY
HT/N: WTGB-105
CALL: NRUU
1055 E. Ninth St.
Cleveland, OH 44114-1092

USCGC NORTHLAND
HT/N: WMEC-904
CALL: NLGF
c/o CG Support Center
4000 Coast Guard Blvd.
Portsmouth, VA 32703-2199

USCGC NUNIVAK
HT/N: WPB-1306
CALL: NHPX
Naval Stn. Roosevelt Roads
P.O. Box 3823
FPO Miami, FL 34051-5000

USCGC OBION
HT/N: WLR-65503
CALL: *
c/o Coast Guard Base
Ft. of Iron St.
St. Louis, MO 63111-2536

USCGC OCRACOKE
HT/N: WPB-1307
CALL: NGBL
Naval Stn. Roosevelt Roads
P.O. Box 3823
FPO Miami, FL 34051-5000

USCGC ORCAS
HT/N: WPB-1327
CALL: NTBZ
P.O. Box 5010
Charleston, SC 29406-0010

USCGC OSAGE
HT/N: WLR-65505
CALL: *
Ft. of McKnown Lane
Sewickley, PA 15143-2093

USCGC OUACHITA
HT/N: WLR-65501
CALL: *
Ft. of Old Harrison Pk. E.
Chattanooga, TN
37416-2825

USCGC PADRE
HT/N: WPB-1328
CALL: NDCX
c/o CG Group Key West
Key West, FL 33040-0005

USCGC PAMLICO
HT/N: WLIC-800
CALL: NAYE
c/o Coast Guard Base
4640 Urquhart St.
New Orleans, LA
70117-4625

USCGC PAPAW
HT/N: WLB-308
CALL: NRPZ
c/o Coast Guard Base
196 Tradd St.
Charleston, SC 29401-1817

USCGC PATOKA
HT/N: WLR-75408
CALL: *
P.O. Box 468
Greenville, MS 38702-0468

USCGC PENDANT
HT/N: WYTL-65608
CALL: *
c/o Coast Guard Base
427 Commercial St.
Boston, MA 02109-1027

USCGC PENOBSCOT BAY
HT/N: WTGB-107
CALL: NIGY
Governor's Island, NY
10004-5048

USCGC PETREL
HT/N: WSES-4
CALL: NACN
c/o Coast Guard
WSES Division
Key West, FL 33040-0005

USCGC PLANETREE
HT/N: WLB-307
CALL: NRPY
c/o Coast Guard Base
Ketchikan, AK 99901-6698

USCGC POINT ARENA
HT/N: WPB-82346
CALL: NJXT
c/o NAVPHIBASE
W. Annex, Little Creek
Norfolk, VA 23520-5000

USCGC POINT BAKER
HT/N: WPB-82342
CALL: NIQX
c/o Coast Guard Station
P.O. Box 667
Port Aransas, TX
78373-9998

USCGC POINT BARNES
HT/N: WPB-82371
CALL: NLVA
900 Seaway Drive
Fort Pierce, FL 33449-3039

USCGC POINT BARROW
HT/N: WPB-82348
CALL: NUFN
c/o Coast Guard Group
100 Lighthouse Ave.
Monterey, CA 93940-1497

USCGC POINT BATAN
HT/N: WPB-82340
CALL: NAKH
CG Training Center
Cape May, NJ 08204-5082

USCGC POINT BENNETT
HT/N: WPB-82351
CALL: NAVH
P.O. Box 582
Port Townsend, WA
98368-0582

USCGC POINT BONITA
HT/N: WPB-82347
CALL: NSMF
259 High Street
S. Portland, ME 04106-0007

USCGC POINT BRIDGE
HT/N: WPB-82338
CALL: NDLF
13871 West Fiji Way
Marina Del Rey, CA
90291-6910

USCGC POINT BROWER
HT/N: WPB-82372
CALL: NMEX
c/o Coast Guard Base
Yerba Buena Island
San Francisco, CA
94130-5013

USCGC POINT BROWN
HT/N: WPB-82362
CALL: NKFW
c/o CG Base Ft. Macon
P.O. Box 237
Atlantic Beach, NC
28512-0237

USCGC POINT CAMDEN
HT/N: WPB-82373
CALL: NKIG
c/o Coast Guard Base
P.O. Box 8
Terminal Island
San Pedro, CA 90731-0208

USCGC POINT CARREW
HT/N: WPB-82374
CALL: NNZL
4201 Victoria Ave.
Oxnard, CA 93030-8399

USCGC POINT CHARLES
HT/N: WPB-82361
CALL: NJGJ
P.O. Box 10447
Riviera Beach, FL 33404

USCGC POINT CHICO
HT/N: WPB-82339
CALL: NIOO
P.O. Box 37
Bodega Bay, CA 94923-5013

USCGC POINT COUNTESS
HT/N: WPB-82335
CALL: NVOR
P.O. Box 1288
Nokomis, FL 34274-1288

USCGC POINT DIVIDE
HT/N: WPB-82337
CALL: NRJG
1911 Bayside Drive
Corona Del Mar, CA
92625-1896

USCGC POINT DORAN
HT/N: WPB-82375
CALL: NLLX
609 14th Street
Everett, WA 98201

USCGC POINT ESTERO
P.O. Box 1198
Gulfport, MS 39502-1198
HT/N: WPB-82344
CALL: NZON

USCGC POINT EVANS
HT/N: WPB-82354
CALL: NCCE
223 Marina Drive
Long Beach, CA
90803-4604

USCGC POINT FRANCIS
HT/N: WPB-82356
CALL: NDCH
Coast Guard Group
Highlands, NJ 07732-5000

USCGC POINT FRANKLIN
HT/N: WPB-82350
CALL: NYVC
CG Training Center
Cape May, NJ 08204-5099

USCGC POINT GLASS
HT/N: WPB-82336
CALL: NCNK
c/o CG Station
P.O. Box 537
Dania, FL 33004-3079

USCGC POINT HANNON
HT/N: WPB-82355
CALL: NCNP
W. Jonesport, ME
04649-9998

USCGC POINT HARRIS
HT/N: WPB-82376
CALL: NKEQ
Prince Kalanianaole
Federal Bldg.
300 Ala Moana Blvd.
Honolulu, HI 96850-4982

USCGC POINT HERRON
HT/N: WPB-82318
CALL: NUEL
Coast Guard Station
Fire Island
Babylon, NY 11702-4602

USCGC POINT HEYER
HT/N: WPB-82369
CALL: NVRC
P.O. Box 1319
Morro Bay, CA 93442-6319

USCGC POINT HIGHLAND
HT/N: WPB-82333
CALL: NWMO
c/o Coast Guard Group
Eastern Shore
Chincoteague, VA
23336-1510

USCGC POINT HOBART
HT/N: WPB-82377
CALL: NSWA
P.O. Box 809
Oceanside, CA 92054-0130

USCGC POINT HOPE
HT/N: WPB-82302
CALL: NKJK
P.O. Box 488
Sabine, TX 77655-0488

USCGC POINT HURON
HT/N: WPB-82357
CALL: NECA
c/o NAVPHIBASE
W. Annex, Little Creek
Norfolk, VA 23520-5000

USCGC POINT JACKSON
HT/N: WPB-82378
CALL: NSGB
c/o Coast Guard Station
Woods Hole, MA
02543-1099

USCGC POINT JUDITH
HT/N: WPB-82345
CALL: NJIL
111 Harbor Way
Santa Barbara, CA
93109-2397

USCGC POINT KNOLL
HT/N: WPB-82367
CALL: NTKD
Fort Trumbull
New London, CT
06230-5593

USCGC POINT LEDGE
HT/N: WPB-82334
CALL: NDLK
P.O. Box 1760
Fort Bragg, CA 95437-1760

USCGC POINT LOBOS
HT/N: WPB-82366
CALL: NSDA
Coast Guard Station
Panama City, FL
32407-5898

USCGC POINT LOOKOUT
HT/N: WPB-82341
CALL: NELL
P.O. Drawer 2488
Morgan City, LA
70381-2488

USCGC POINT MARTIN
HT/N: WPB-82379
CALL: NRQJ
c/o Coast Guard Base
Fort Macon
Atlantic Beach, NC
28512-0237

USCGC POINT MONROE
HT/N: WPB-82353
CALL: NBRM
Route 2
Freeport, TX 77541-8934

USCGC POINT NOWELL
HT/N: WPB-82363
CALL: NLEZ
P.O. Box 1007
Port Isabel, TX 78578-1007

USCGC POINT RICHMOND
HT/N: WPB-82370
CALL: NWGM
P.O. Box 698
Anacortes, WA 98221

USCGC POINT ROBERTS
HT/N: WPB-82332
CALL: NFDU
P.O. Box 385
Mayport, FL 32267-0385

USCGC POINT SAL
HT/N: WPB-82352
CALL: NBEN
P.O. Box 400
Grand Isle, LA 70358-0400

USCGC POINT SPENCER
HT/N: WPB-82349
CALL: NXFN
P.O. Box 1912
Galveston, TX 77550-3003

USCGC POINT STELLE
HT/N: WPB-82359
CALL: NGYD
P.O. Box 2549
Ft. Meyers Beach, FL
33931-0249

USCGC POINT STUART
HT/N: WPB-82358
CALL: NFIJ
Point Loma Station
P.O. Box 6380
San Diego, CA 92106-0380

USCGC POINT SWIFT
HT/N: WPB-82312
CALL: NLBI
P.O. Box 3248
Clearwater Beach, FL
33515-0238

USCGC POINT THATCHER
HT/N: WPB-82314
CALL: NMDS
P.O. Box 969
Nakomis, FL 34274-0969

USCGC POINT TURNER
HT/N: WPB-82365
CALL: NICC
3 Goat Island
Newport, RI 02840-1593

USCGC POINT VERDE
HT/N: WPB-82311
CALL: NZZV
Naval Air Station
Pensacola, FL 32508-7851

USCGC POINT WARDE
HT/N: WPB-82368
CALL: NUIH
c/o CG Station
912 Water St.
Wrightsville Beach, NC
28480-2099

USCGC POINT WELLS
HT/N: WPB-82343
CALL: NTDG
RFD #1, Box 155
Montauk, NY 11954-9801

USCGC POINT WHITEHORN
HT/N: WPB-82364
CALL: NMEI
P.O. Box 416
St. Thomas, VI 00802-0416

USCGC POINT WINSLOW
HT/N: WPB-82360
CALL: NHMV
1275 Embarcadero
Morro Bay, CA 93442-2041

USCGC POLAR SEA[3]
HT/N: WAGB-11
CALL: NRUO
FPO Seattle, WA 98799-3919

USCGC POLAR STAR[3]
HT/N: WAGB-1O
CALL: NBTM
FPO Seattle, WA 98799-2092

USCGC PRIMROSE
HT/N: WLIC-316
CALL: NRZT
P.O. Box 237
Atlantic Beach, NC
28512-0237

USCGC RAMBLER
HT/N: WLIC-298
CALL: NRPO
c/o Coast Guard Base
196 Tradd St.
Charleston, SC 29401-1817

USCGC RED BEECH
HT/N: WLM-686
CALL: NJLE
c/o Coast Guard Base
Governors Island
New York, NY 10004-5000

USCGC RED BIRCH
HT/N: WLM-687
CALL: NGFH
c/o Coast Guard Yard
Curtis Bay
Baltimore, MD 21226-1797

USCGC RED CEDAR
HT/N: WLM-688
CALL: NPDZ
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC RED OAK
HT/N: WLM-689
CALL: NPKF
c/o Coast Guard
MSO/Group Philadelphia
1 Washington Ave.
Philadelphia, PA 19147-4395

USCGC RED WOOD
HT/N: WLM-685
CALL: NOTE
150 Bank St.
New London, CT
06320-5593

USCGC RELIANCE
HT/N: WMEC-615
CALL: NJPJ
c/o CG Station
New Castle, NH 03854-0615

USCGC RESOLUTE
HT/N: WMEC-620
CALL: NRLT
Tongue Point
Astoria, OR 97103-2099

USCGC RUSH
HT/N: WHEC-723
CALL: NLVS
Alameda, CA 94501-5100

USCGC SAGINAW
HT/N: WLIC-803
CALL: NJOY
c/o Coast Guard Base
South Broad Street
Mobile, AL 36615-1390

USCGC SALVIA
HT/N: WLB-400
CALL: NODS
c/o Coast Guard Base
South Broad Street
Mobile, AL 36615-1390

USCGC SANGAMON
HT/N: WLR-65506
CALL: *
Foot of Washington St.
East Peoria, IL 61601-2039

USCGC SANIBEL
HT/N: WPB-1312
CALL: NDCK
c/o CG Group
Woods Hole, MA
02543-1099

USCGC SAPELO
HT/N: WPB-1314
CALL: NHKD
P.O. Box 3778
Eureka, CA 95502-1760

USCGC SASSAFRAS[1]
HT/N: WLB-401
CALL: NODT
FPO San Francisco
96678-3922

USCGC SCIOTO
HT/N: WLR-65504
CALL: *
221 Mississippi Dr.
Keokuk, IA 52632-4219

USCGC SEA HAWK
HT/N: WSES-2
CALL: NEHM
c/o Coast Guard WSES Div.
Key West, FL 33040-0005

USCGC SEDGE
HT/N: WLB-402
CALL: NODU
P.O. Box 101
Homer, AK 99603-0101

USCGC SENECA
HT/N: WMEC-906
CALL: NFMK
c/o CG Support Center
427 Commercial St.
Boston, MA 02109-1027

USCGC SHACKLE
HT/N: WYTL-65609
CALL: *
c/o Coast Guard Base
259 High Street
S. Portland, ME 04106-0007

USCGC SHEARWATER
c/o CG WSES Division
Key West, FL 33040-0005
HT/N: WSES-3
CALL: NKBT

USCGC SHERMAN[4]
HT/N: WHEC-720
CALL: NMMJ
FPO San Francisco
96678-3923

USCGC SITKINAK
HT/N: WPB-1329
CALL: NBNW
CG Group Key West
Key West, FL 33040-0005

USCGC SLEDGE
HT/N: WLIC-75303
CALL: NSAD
c/o Coast Guard Yard
Curtis Bay
Baltimore, MD 21226-1797

USCGC SMILAX
HT/N: WLIC-315
CALL: NRYN
P.O. Box 1278
Brunswick, GA 31521-1278

USCGC SORREL
HT/N: WLB-296
CALL: NRZI
Governors Island
New York NY 10004-5043

USCGC SPAR
c/o Coast Guard Base
259 High St.
S. Portland, ME 04106-0007
HT/N: WLB-403
CALL: NODV

USCGC SPENCER
HT/N: WMEC-905
CALL: NROS
c/o CG Support Center
427 Commercial St.
Boston, MA 02109-1027

USCGC STEADFAST
HT/N: WMEC-623
CALL: NSTF
c/o Coast Guard Station
600 8th Ave., SE
St. Petersburg, FL
33701-5099

USCGC STORIS[7]
HT/N: WMEC-38
CALL: NRUC
FPO Seattle, WA 98799-5000

USCGC STURGEON BAY
HT/N: WTGB-109
CALL: NSXB
Governors Island
New York NY 10004-5000

USCGC SUNDEW
HT/N: WLB-404
CALL: NODW
1201 Minnesota Ave.
Duluth, MN 55802-2492

USCGC SWEETBRIER
HT/N: WLB-405
CALL: NODX
P.O. Box 300
Cordova, AK 99574-0300

USCGC SWEETGUM
HT/N: WLB-309
CALL: NRQW
c/o Coast Guard Base
P.O. Box 385
Mayport, FL 32267-0385

USCGC SWIVEL
HT/N: WYTL-65603
CALL: *
c/o Coast Guard Station
Rockland, ME 04841-3498

USCGC TACKLE
HT/N: WYTL-65604
CALL: *
P.O. Box 430
Crisfield, MD 21817-0430

USCGC TAHOMA
HT/N: WMEC-908
CALL: NCBE
State Pier
New Bedford, MA
02740-7253

USCGC TAMAROA
HT/N: WMEC-166
CALL: NNGR
c/o Coast Guard Station
New Castle, NH 03854-0615

USCGC TAMPA
HT/N: WMEC-902
CALL: NIKL
c/o CG Support Center
4000 Coast Guard Blvd.
Portsmouth, VA 23703-2199

USCGC THETIS
HT/N: WMEC-910
CALL: NYWL
P.O. Box 6010
Key West, FL 33041-6010

USCGC THUNDER BAY
HT/N: WTGB-108
CALL: NNTB
c/o CG Station
34 Tillson Ave.
Rockland, ME 04841-3498

USCGC TOWLINE[1]
HT/N: WYTL-65605
CALL: *
P.O. Box 1050
Bristol, RI 02809-1050

USCGC TYBEE
HT/N: WPB-1330
CALL: NERH
P.O. Box 6380
Pt. Loma Station
San Diego, CA 92106-0380

USCGC UTE
HT/N: WMEC-76
CALL: NBXL
c/o CG Group
Key West, FL 33040-0005

USCGC VALIANT
HT/N: WMEC-621
CALL: NVAI
P.O. Box 1942
Galveston, TX 77553-1942

USCGC VASHON
HT/N: WPB-1308
CALL: NJEH
NAVSTA Roosevelt Roads
P.O. Box 3823
FPO Miami, FL 34051-5000

USCGC VENTUROUS
HT/N: WMEC-625
CALL: NVES
P.O. Box 3148
Terminal Island, CA
90731-0208

USCGC VIGILANT
HT/N: WMEC-617
CALL: NHIC
U.S. Coast Guard Yard
Curtis Bay
Baltimore, MD 21226-1797

USCGC VIGOROUS[10]
HT/N: WMEC-627
CALL: NQSP
FPO New York, NY
09590-3941

USCGC VISE
HT/N: WLIC-75305
CALL: *
c/o Coast Guard Station
600 8th Ave. S.E.
St. Petersburg, FL
33701-5099

USCGC WASHINGTON
HT/N: WPB-1331
CALL: NVMJ
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC WEDGE
HT/N: WLIC-75307
CALL: *
c/o Coast Guard Base
4640 Urquhart St.
New Orleans, LA 70117-4625

USCGC WHITE HEATH
HT/N: WLM-545
CALL: NAQE
427 Commercial St.
Boston, MA 02109-1027

USCGC WHITE HOLLY
HT/N: WLM-543
CALL: NAOY
c/o Coast Guard Base
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC WHITE LUPINE
HT/N: WLM-546
CALL: NARO
Rockland, ME 04841-3498

USCGC WHITE PINE
HT/N: WLM-547
CALL: NODE
c/o Coast Guard Base
South Broad Street
Mobile, AL 36615-1390

USCGC WHITE SAGE
HT/N: WLM-544
CALL: NAPC
1 Thames St.
Bristol, RI 02809-9998

USCGC WHITE SUMAC
HT/N: WLM-540
CALL: NAED
c/o C/G Station
600 8th Ave. SE
St. Petersburg, FL
33701-5099

USCGC WIRE
HT/N: WYTL-65612
CALL: *
c/o Coast Guard Station
Governors Island
New York, NY 10004-5098

USCGC WOODRUSH
HT/N: WLB-407
CALL: NODZ
P.O. Box 4598
Sitka, AK 99835-4598

USCGC WRANGELL
HT/N: WPB-1332
CALL: NIWC
c/o CG Support Center
4640 Urquhart St.
New Orleans, LA 70117-4698

USCGC WYACONDA
HT/N: WLR-75403
CALL: *
60 East First St.
Dubuque, IA 52001-7652

USCGC YOCONA
HT/N: WMEC-168
CALL: NNHB
P.O. Box 65Y
Kodiak, AK 99619-5000

END NOTES:

[1] Homeport Honolulu, HI

[2] Homeport Guam

[3] Homeport Seattle, WA

[4] Homeport Alameda, CA

[5] Homeport Governor's Island, NY

[6] Homeport Boston, MA

[7] Homeport Kodia, AK

[8] Vessel currently undergoing modernization

[9] Vessel now building

[10] Homeport New London, CT

Chapter 12

How to Communicate With the U.S. Coast Guard

There are a variety of different situations in which boaters or radio listeners may need to contact the Coast Guard. The most critical would involve boaters who find themselves in extremely serious or life-threatening situations. These situations may include but are not limited to being broken down with approaching darkness or adverse weather. your vessel in danger of sinking or someone aboard with a serious injury or medical condition. In situations such as these, you may use any means at your disposal to summon aid. For most boaters, this would mean either a call on VHF radio channel 16, or 2182 kHz on the medium frequency marine band.

Other means of summoning aid might include the SCN frequencies. The frequency pairs you are most likely to be heard on are 12342.3/13113.2/ kHz during the day and 6200/6506.4 kHz at night (the first frequency in each pair is the ship frequency and the second is the shore frequency).

Another way to contact the Coast Guard would be on the most active aeronautical frequencies (5696 and 8984 kHz).

If you are unable to contact the Coast Guard on any of these frequencies, you might also try the local marine operator or any high seas operators. They will put your priority call through to the Coast Guard.

Many boaters now carry portable cellular phones with them on the water. This is yet another means you may use to call for assistance or advice. A list of phone numbers for the major Coast Guard rescue centers appears at the end of this section. It might also be a good idea to keep the numbers of local Coast Guard units handy when you have a cellular phone at hand.

The bottom line is, if you are in a distress situation, you may call for help on any frequency or by any means that works.

DISTRESS COMMUNICATIONS

A distress situation exists when life or property is threatened by grave and imminent danger. A unit in distress should transmit on whatever distress frequency is available that will most likely be heard by the greatest number of other stations. Do not limit yourself to calling only Coast Guard units on one of their frequencies. Sometimes aid can be rendered more quickly by another boat that is nearby.

In a distress situation, you should be prepared to broadcast the following information:

1. Your position. in latitude and longitude, relative bearing by reference to a known landmark, or watever means will help others locate you.
2. The nature of the distress (taking on water, medical emergency, broken down, etc.)
3. What assistance you require.
4. Any other helpful information, such as a description of your vessel, how many people are aboard. etc.

A typical distress call and messages should be formatted as follows:

> MAYDAY-MAYDAY-MAYDAY
> THIS IS THE SAILING VESSEL LUCKY LADY, SAILING VESSEL LUCKY LADY, SAILING VESSEL LUCKY LADY - WRS2161 - MAYDAY LUCKY LADY , I AM APPROXIMATELY TWO MILES SOUTHWEST OF OCRACOKE LIGHT. I AM TAKING ON WATER AND IN DANGER OF SINKING. I NEED PUMPS AND A TOW. I HAVE TWO ADULTS AND THREE CHILDREN ABOARD. ONE ADULT HAS A HEART CONDITION. MY VESSEL IS A 56 FOOT KETCH, SPAR DECKS, WHITE HULL WITH BLUE TRIM, OVER.

You should then listen for a short while for any answers to your call. If there are none, repeat the call again. If there are no replies after several calls. shift to another frequency and repeat the procedure.

URGENT COMMUNICATIONS

This category of communication. although not as serious as a distress, involves situations where a person is in jeopardy or the safety of a vessel is endangered. Examples include urgent storm warnings, loss of a person overboard when assistance from other vessels is required or loss of steering or power while in a shipping lane.

The URGENT message is preceded by the signal PAN-PAN (pronounced PAHN- PAHN), and is formatted similar to the DISTRESS message:

> PAN-PAN, PAN-PAN, PAN-PAN HELLO ALL STATIONS, THIS IS THE MOTOR BOAT BLUE BIRD, BLUE BIRD, BLUE BIRD I AM WITHOUT POWER AND DRIFTING INTO SHIPPING LANE NEAR BOURBON ISLAND AND NEED A TOW. I HAVE TWO PERSONS ON BOARD. I AM A 24' CABIN CRUISER, WHITE HULL WITH BROWN TRIM, THIS IS THE BLUE BIRD, OVER.

SAFETY BROADCASTS

The last category of non-routine communication is the SAFETY broadcast or message. These normally cover situations in which there is a problem with navigational safety or there is a weather warning in effect. The initial call, preceded by the word SECURITE (pronounced SECURI-TAY), should be made on one of the distress and calling frequencies (channel 16 or 2182 kHz), then shifted to another frequency for the actual broadcast. An example of a preliminary call and SAFETY message follows:

> SECURITE-SECURITE-SECURITE HELLO ALL STATIONS THIS IS THE FISHING VESSEL BIG CATCH - SUBMERGED OBSTRUCTION IN DOLPHIN HARBOR - LISTEN CHANNEL 14 OUT.

You should then shift to channel 14 and make a similar transmission:

> SECURITE-SECURITE-SECURITE HELLO ALL STATIONS THIS IS THE FISHING VESSEL BIG CATCH - THERE IS A SUBMERGED OBJECT APPROXIMATELY 100 YARDS DUE EAST OF OLD MAN ROCK IN DOLPHIN HARBOR. ALL VESSELS SHOULD TRANSIT THE AREA WITH CAUTION. THIS IS THE BIG CATCH - OUT.

In a case like this, it would also be a good idea to contact the Coast Guard directly so they can being transmitting a Broadcast Notice to Mariners with this information.

If you happen to be strictly an armchair sailor, this information may still be useful to you. On more than one occasion due to atmospherics, interference or other situations calls for help have not been heard in the immediate area of the problem. Yet hundreds or even thousands of miles away a person listening to their radio has picked up the call for help loud and clear. Therefore, the following list of phone numbers for Rescue Coordination Centers (RCC) may be of use to you in the future.

RESCUE COORDINATION CENTER
EMERGENCY NUMBERS

1st Coast Guard District	Boston, MA	(617) 223-8515
2nd Coast Guard District	St. Louis, MO	(314) 425-4627
5th Coast Guard District	Portsmouth, VA	(804) 398-6272
7th Coast Guard District	Miami, FL	(305) 536-5641
8th Coast Guard District	New Orleans, LA	(504) 589-6198
9th Coast Guard District	Cleveland, OH	(216) 522-3900
11th Coast Guard District (South)	Long Beach, CA	(213) 499-5230
11th Coast Guard District (North)	Alameda, CA	(415) 437-3318
13th Coast Guard District	Seattle. WA	(206) 442-5896
14th Coast Guard District	Honolulu, HI	(808) 541-2121
17th Coast Guard District	Juneau, AK	(907) 586-7290
San Juan SAROOORD	San Juan, PR	(809) 729-6770 or (809) 722-2943
Atlantic Area SARCOORD	New York, NY	(212) 668-7114
Pacific Area SARCOORD	Alameda, CA	(415) 437-3324

By contacting either the office nearest you or nearest to the DISTRESS or other emergency, appropriate action will be taken to render assistance.

If you wish to contact the Coast Guard by radio for routine information or non-emergency assistance you can use this guide to locate the Group, Station or other unit closest to you. Nearly all Groups and Stations monitor VHF channel 18 on a continuous basis. Simply call the station directly and identify yourself. You will then be shifted to another channel or frequency in order to conduct your business.

If you were a couple of miles off the coast near Monterey and needed some information, your call should being on channel 16 (or whatever frequency you have selected) and go something like this:

> COAST GUARD MONTEREY, COAST GUARD MONTEREY, COAST GUARD MONTEREY THIS IS THE SAILING VESSEL TRADEWINDS, TRADEWINDS CHANNEL 16* OVER.
>
> SAILING VESSEL TRADEWINDS THIS IS COAST GUARD MONTEREY CALIFORNIA GROUP, SHIFT AND ANSWER CHANNEL 22A OUT.

Shift your radio to channel 22A, and call the Coast Guard again.

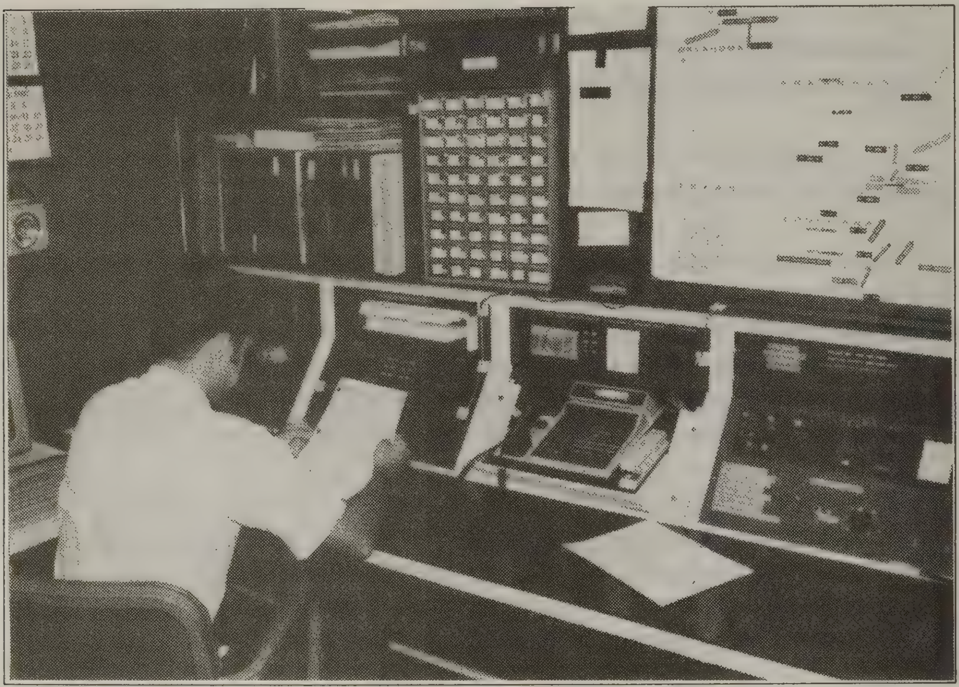
> COAST GUARD MONTEREY THIS IS THE SAILING VESSEL TRADEWINDS,
>
> CHANNEL 22A OVER. SAILING VESSEL TRADEWINDS THIS IS GROUP MONTEREY. HOW CAN I HELP YOU TODAY SIR?.
>
> GROUP MONTEREY THIS IS THE TRADEWINDS. I HEARD THAT THERE WAS A PROBLEM WITH BUOY NUMBER 4 AT THE ENTRANCE TO THE HARBOR BEING OFF STATION. CAN YOU GIVE ME THE DETAILS?.
>
> THIS IS GROUP MONTEREY. ROGER SIR, STANDBY ONE....

Note: Radio operators are often required to monitor two, three or even more frequencies simultaneously. By indicating the channel or frequency you are on, you make it easier for the operator to find and answer your call.

If you do not know what the nearest Coast Guard unit to you is, you may make a general call on any calling frequency (channel 16, 2182, etc.). This should be phrased similar to the following:

> ANY COAST GUARD STATION ON THIS FREQUENCY, ANY COAST GUARD STATION ON THIS FREQUENCY, ANY COAST GUARD STATION ON THIS FREQUENCY THIS IS THE MOTOR BOAT SEA BREEZE MOTOR BOAT SEA BREEZE MOTOR BOAT SEA BREEZE, CHANNEL 16 OVER.

Any Coast Guard unit that hears your call should then answer and shift you to a working frequency in order to conduct your business.



A radioman makes a marine information broadcast (MIB) using the VHF radio console at a Group office.

APPENDIX A

Coast Guard Frequencies

The Coast Guard has over 1300 frequencies between 10.2 kHz and 23.125 GHz (gigahertz) available for a wide variety of uses. The following list, derived from actual monitoring, is a compilation of the most active frequencies carrying Coast Guard activity.

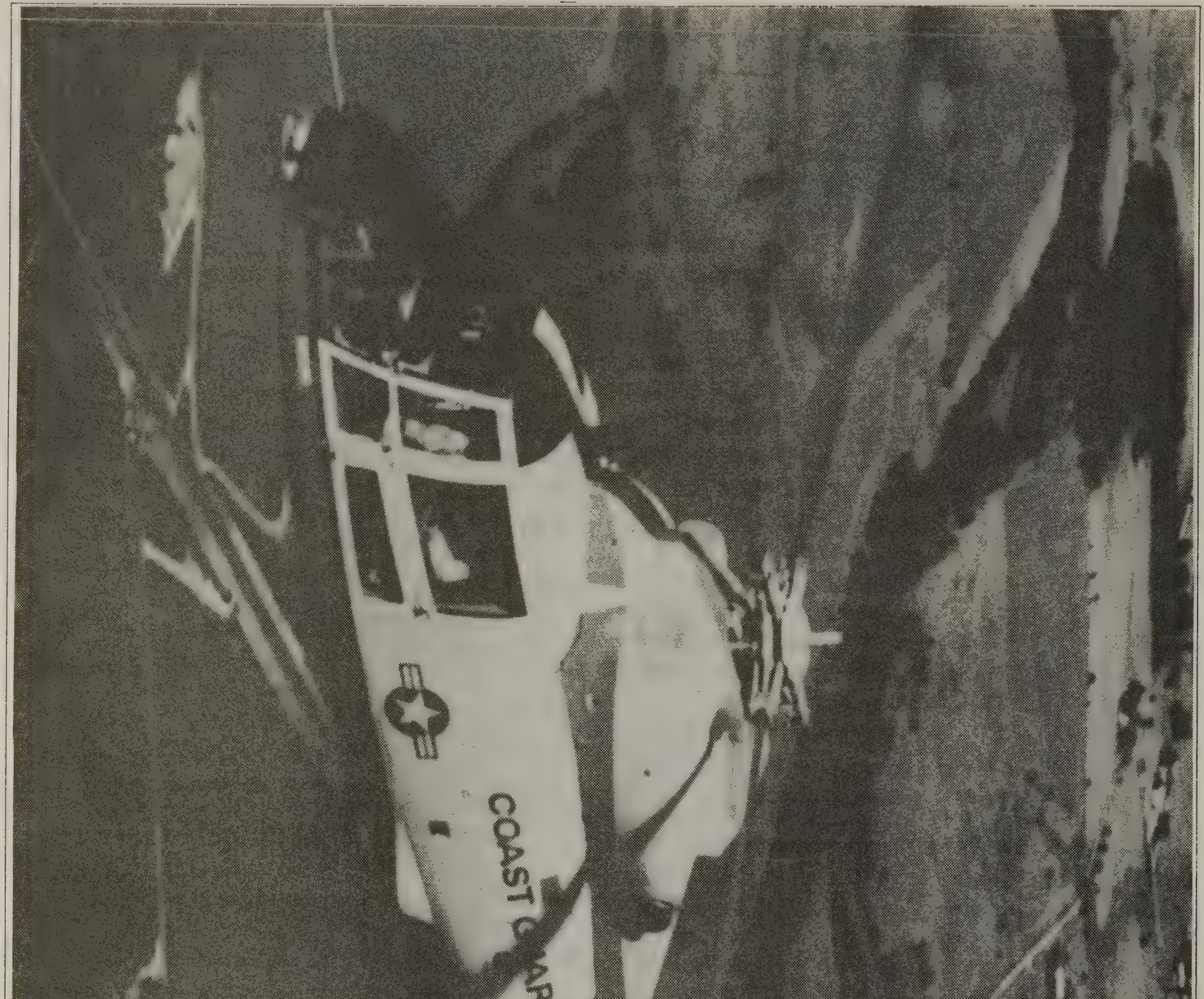
FREQUENCY	USER(S), PURPOSE OR AREA OF USE	MODES USED
500.0	Calling & distress	CW
518.0	NMF, NMG (NAVTEX)	FEC
2182.0	Calling & distress	USB
2261.0	Aircraft	USB
2638.0	All CG units	USB
2670.0	CG working frequency	USB
2675.0	CG Cutters	USB
2678.0	Atlantic waters	USB
2690.0	Alaskan waters	RTTY
2694.0	Atlantic waters	USB
2716.0	CG Cutters	USB
2808.5	Law enforcement operations	USB
3023.0	Search & Rescue	USB
3123.0	Aircraft	USB
3209.5	COMMSTA Miami	RTTY
3253.0	lst CG District	USB
4125.0	Calling & distress (secondary)	USB
4134.3	CG Cutters (SCN)	USB
4243	CG Cutters	RTTY
4376.0	COMMSTAS	USB
4428.7	COMMSTAS (SCN)	USB
4430.1	COMSPAC San Francisco	USB
5063.6	Pacific LORAN Stations	USB
5272.0	All stations	USB
5320.0	WLB's	USB
5422.5	COMMSTA New Orleans	RTTY
5571.0	Joint operations	USB
5680.0	Search & rescue	USB
5692.0	Aircraft	USB
5696.0	Aircraft	USB
5800	Law enforcement operations	USB
6200.0	CG Cutters (SCN)	USB
6215.5	Calling & distress	USB
6338.5	COMMSTA Kodiak	RTTY
6381.0	Group Galveston	USB
6383.0	CAMSPAC San Franciso	CW
6421.5	COMMSTAS	RTTY
6467.0	CG Cutters	RTTY
6506.4	COMMSTAS (SCN)	USB
6518.8	CAMSLANT Portsmouth	USB

FREQUENCY	USER(S), PURPOSE OR AREA OF USE	MODES USED
6963.0	COMMSTA New Orleans	RTTY
7507.0	USN/USCG Hurricane Net (primary)	USB
7530.0	COMMSTA Boston	FAX
7577.0	COMMSTA New Orleans	RTTY
7675	Law enforcement operations	USB
7843.0	COMMSTA Miami	RTTY
8241.5	CG CUTTERS (SCN)	USB
8364.0	International lifeboat frequency	CW
8449.0	COMMSTAS, CG Cutters	RTTY
8471.0	COMSLANT Portsmouth	CW
8488.0	COMMSTA Boston	RTTY
8502.0	NIK - International Ice Patrol	CW
8632.0	COMMSTA New Orleans	RTTY
8682.0	COMSPAC San Francisco	FAX
8710.5	COMMSTA Guam	FEC
8718.0	COMSLANT Portsmouth, COMMSTA Honolulu	RTTY
8765.4	COMMSTAS (SCN)	USB
8774.7	COMSPAC San Franscisco	USB
8912.0	Joint operations	USB
8291.1	Atlantic Operations	USB
8984.0	Aircraft	USB
9291.0	COMMSTA New Orleans	RTTY
9380.0	USN/USCG Hurricane Net (secondary)	USB
10297.5	CG Cutters, NMG	RTTY
10523.6	Pacific LORAN Stations	USB
11288.0	Joint operations	USB
12342.3	CG Cutters (SCN)	USB
12521.0	COMMSTA New Orleans	RTTY
12730.0	COMSPAC San Francisco	FAX
12750.0	COMMSTA Boston, International Ice Patrol	RTTY, FEC
12752	CG Cutters	RTTY
12786.0	COMMSTA Honolulu	RTTY
12889.5	COMMSTA Honolulu	CW
13003.0	COMSLANT Portsmouth	RTTY
13077.0	COMMSTA Guam	FEC
13021.0	COMMSTA Boston	FEC
13082.5	COMMSTA Honolulu	FEC
13113.2	COMMSTAS (SCN)	USB
13486.0	COMMSTAS, CG Cutters	RTTY
13655.0	COMMSTA Honolulu	CW
14686	Law enforcement operations	USB
14731.0	COMMSTA Honolulu	RTTY
15875.0	Pacific LORAN Stations	USB
16534.4	CG Cutters (SCN)	USB
16969.0	COMMSTA Boston	FEC
17151.2	CAMSPAC San Francisco	FAX

FREQUENCY	USER(S), PURPOSE OR AREA OF USE	MODES USED
17203.0	COMMSTA Guam	RTTY
17205.0	COMSPAC San Francisco	FEC
17307.3	COMMSTA (SCN)	USB
18283.0	All Stations	All modes
18666	Law enforcement operations	USB
18756.0	COMMSTA New Orleans	RTTY
20015.0	COMSPAC San Francisco	FAX
22476.0	COMMSTA Honolulu	CW
22572.5	COMMSTA Honolulu	FEC
22527.0	COMMSTA Guam	CW

VHF & UHF FREQUENCIES

FREQUENCY (MHz)	USER(S), PURPOSE OR AREA OF USE	MODES USED
121.5	International Aero Emergency (EPIRBs)	AM
156.650	Navigation bridge to bridge (CH13)	FM
156.7	Port operations (CH14)	FM
156.8	Calling & distress (CH16)	FM
157.050	CG to CG working (CH12)	FM
157.1	CG to non-government liason, marine broadcasts (CH22A)	FM
237.9	Air to air	AM
243.0	Survival craft (EPIRBs)	AM
282.8	On-scene search & rescue	AM
381.7	Air to surface	AM
381.8	Air to surface	AM
383.9	Air to surface	AM



The French designed HH-65A "Dolphin" chopper.

APPENDIX B

Frequently Used Q And Z Signals

"Q" and "Z" signals are a method of shorthand used to speed things along when using CW or RTTY. "Q" signals are most frequently used on civilian circuits (e.g. with merchant vessels) while "Z" signals are almost exclusively used on purely military circuits. To put the signal in the form of a question on a civilian circuit, the operator simply follows it with the signal "IMI" (a question mark). On military circuits, the signal is preceded by the sign "INT" (interrogative).

SIGNAL	ADVICE, ORDER OR ANSWER
QAP	Listen for me on ... kHz.
QAR	You may stop listening on the watch frequency for ... minutes.
QBM	Here is the message sent by ... at ... hours.
QDB	I have sent message ... to ...
QIC	Establish communications with ... radio station on ... kHz now (or at ...)
QIF	... is using ... kHz.
QJA	Your 1) tape or 2) mark and space is reversed.
QJD	You are transmitting in 1) letters. 2) figures.
QJE	Your frequency shift is 1) too wide. 2) too narrow. 3) correct.
QJH	Run . . . 1) your test tape. 2) A test sentence.
QLH	I will now key simultaneously on ... frequency and ... frequency.
QMH	Shift to transmit and receive on ... kHz; if communication is not established within 5 minutes, revert to present frequency.
QRA	The name of my station is ...
QRD	I am bound for ... from ...
QRE	My estimated time of arrival at ... is ...
QRG	Your exact frequency is ...
QRH	Your frequency varies.
QRK	The intelligibility of your signals is: 1) bad. 2) poor. 3) fair. 4) good. 5) excellent.
QRL	I am busy with ... Please do not interfere.
QRM	I am being interferred with.
QRN	I am troubled by static.
QRO	Increase transmitter power.
QRP	Decrease transmitter power.
QRQ	Send faster (... words per minute).
QRS	Send more slowly (... words per minute).
QRT	Stop sending.
QRU	I have nothing for you.
QRV	I am ready.
QRW	Please inform ... that I am calling him on ... kHz.
QRX	I will call you again at ... hours on ... kHz.
QRY	Your turn is number ...
QRZ	You are being called by ...
QSA	The strength of your signals is 1) scarcely perceptible. 2) weak. 3) fairly good. 4) good. 5) very good.
QSB	Your signals are fading
QSD	Your keying is defective.
QSG	Send ... messages at a time.

QSJ	The charge to be collected is ... francs.
QSL	I am acknowledging receipt.
QSO	I can communicate with ...
QSP	I will relay to ... free of charge.
QSQ	I have a doctor on board.
QSS	I will use the working frequency ... kHz.
QSV	Send a series of V's on this frequency.
QSW	I am going to send on frequency ... kHz.
QSX	I am listening on ... kHz.
QSY	Change to transmission on ... kHz.
QSZ	Send each word twice.
QTA	Cancel message number ...
QTB	I do not agree with your counting of words. I will repeat the first letter or digit of each word or group.
QTC	I have ... messages for you.
QTE	Your true bearing from me is ... degrees.
QTH	My location or position is ...
QTO	I am airborne, or I have left the dock or port.
QTP	I am going to land or I am going to dock or enter port.
QTQ	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QTR	The correct time is ...
QUA	Here is the news of ... (call sign).
QUD	I have received the urgency signal sent by ...
QUF	I have received the distress signal sent by ...
QUM	Normal working may be resumed.
ZAA	You are not observing proper circuit discipline.
ZAB	Your speed key is improperly adjusted.
ZAC	Cease using speed key.
ZAD	Your operating signal is 1) not understood. 2) not held.
ZAE	I am unable to receive you.
ZAH	Unable to relay message in present form.
ZAJ	I have been unable to break you.
ZAR	This is my 1) first. 2) second. 3) third request.
ZAT	I am preparing traffic for transmission.
ZBA	Delay is due to ...
ZBG	You are transmitting in upper case.
ZBH	Make preliminary call before transmitting.
ZBK	I am receiving your traffic 1) clear. 2) garbled.
ZBN	Your 1) tape 2) mark and space is reversed.
ZBO	I have ... messages of ... precedence for you.
ZBP	Your 1) characters are indistinct. 2) spacing is bad.
ZBV	Answer me on ... kHz.
ZBZ	The printing accuracy of your signals is 1) totally corrupt. 2) very corrupt. 3) partially corrupt rendering traffic unacceptable. 4) occasionally corrupt but acceptable. 5) perfect-no corruption.
ZDJ	I have a message containing ... groups to transmit to you.
ZDK	Following repetition is made in accordance with your request.
ZEK	No answer is requested.
ZEN	This message has been delivered by a separate transmission or by other means.
ZES	Your message has been received 1) incomplete. 2) garbled. Request retransmission.
ZEU	Exercise (drill) message.

ZEV	Message is acknowledged.
ZEX	This is a book message and may be delivered as a single address message to addressees for whom you are responsible.
ZFD	This message is a suspected duplicate.
ZFG	This message is an exact duplicate of a message previously transmitted.
ZFH	This message is being passed to you for 1) action. 2) information. 3) comment.
ZIA	This message is being passed out of proper sequence of serial numbers.
ZNC	All transmissions will be authenticated.
ZND	You are using authenticator incorrectly.
ZNE	I am prepared to authenticate.
ZNR	This message may be forwarded without change by radio or non-approved circuit.
ZNY	Do not forward this message unencrypted by radio or non-approved circuit.
ZOB	Take no further action regarding forwarding this message.
ZOC	Station called relay this message to addressees for whom you are responsible.
ZOD	Act as radio link or relay between me and ...
ZOE	Give me your message.
ZOF	Relay this message to ...
ZOK	Relay this message via...
ZOU	Route traffic for ... through ...
ZPA	Your speech is distorted.
ZPE	Maximum power is now being radiated.
ZRE	I hear you best on ... kHz.
ZSO	Send tape ... times.
ZTA	1) radio. 2) visual. 3) landline. 4) teletypewriter. 5) telephone. 6) automatic. 7) facsimile. 8) shore telephone. 9) shore teleprinter. 10) radio teletypewriter.
ZTF	Repairs completed.
ZTJ	Cease using ...
ZUA	Timing signals will be transmitted now.
ZUB	At...
ZUE	Affirmative (yes)...
ZUG	Negative (no)...
ZUH	Unable to comply.
ZUI	You attention is invited to ...
ZUJ	Standby.
ZWC	The following is to be taken as applying to personnel on watch only (operator to operator).
ZWF	Incorrect.
ZWG	You are correct.
ZWH	Try again.
ZWL	No forwarding action to the designation immediately following is required.
ZYU	This is a narrative message.
ZYV	This is a service message.

APPENDIX C

Glossary of Coast Guard and Communications Terminology

ACTEUR: Coast Guard Activities Europe. Command responsible for control of all Coast Guard activities in Europe, primarily related to LORAN stations there. Headquarters in London, England.

AIRSTA: Air Station.

ALPAT: Alaska Patrol.

AMVER: Automated Mutual-Assistance Vessel Rescue System. Computerized, voluntary system for tracking merchant ships so they may be contacted to assist in emergency situations (see Chapter 3).

ASSIGNED FREQUENCY: The frequency of the center of the radiated bandwidth of a signal. The value of the assigned frequency does not change regardless of the mode of transmission (cf. Window Frequency).

ATON: Aids to Navigation. The system of lights, buoys, daymarks and associated equipment established and maintained by the Coast Guard to assist mariners in safe navigation.

AUTODIN: Automatic Digital Network. The Department of Defense's worldwide computerized general-purpose, primarily teletype communication system. Used for transmission of narrative and data pattern traffic over highest speed equipment available. Routing indicators must usually be manually entered for each addressee in message.

AUTOVON: Automatic Voice Network. The Department of Defense's principal, long-haul, non-secure global voice communications network.

AUTOSEVOCOM: Network similar to AUTOVON, but providing secure voice capabilities.

AUTO ALARM: Radiotelegraph or radiotelephone alarm signals that are used to actuate automatic devices to alert radio operator when no listening watch is in progress (as when ship's radio officer is asleep). For CW, it consists of 12 dashes, four seconds in length with a one second break between each, transmitted on 500 kHz. For voice, it consists of two tones (1300 and 2200 Hz) rapidly transmitted in a warbling pattern on 2182 kHz. The AUTO ALARM is followed by either SOS or MAYDAY calls as appropriate.

AUXILIARY (COAST GUARD): A non-military, volunteer organization of private citizens founded in 1939 to assist the Coast Guard in promoting safety on and over the high seas and the nation's navigable waters. Its members conduct boating education programs, participate in search and rescue operations, do courtesy marine examinations of pleasure boats, and assist the active duty Coast Guard in many other ways. They are often heard on Coast Guard frequencies operating their own stations and equipment.

BATHY: Bathyspheric observations. Numerically encoded reports on water temperature, salinity, etc. similar to OBS.

BNM: Broadcast Notice to Mariners. Generally short, sequentially numbered messages designed to provide mariners with timely and accurate information affecting navigation in a given geographic area.

CAMS: Communications Area Master Station (see Chapter 3).

CASREP: Casualty Report. A specially formatted message used to report a significant equipment or system failure.

CDO: Command Duty Officer. Person representing the Commanding Officer of a unit, usually evenings and weekends.

CGAS: Coast Guard Air Station.

CIRM ROMA: International Radio-Medical Center. Established in Rome in 1935 to provide via radio free assistance and medical advice to seamen around the world. Coast Guard COMMSTAs sometimes relay requests for medical assistance to CIRM Roma for merchant ships.

CLASS "E" MESSAGE: Provides method whereby personal messages to or from Coast Guard personnel overseas or aboard ship are handled free of charge over military circuits until the message interfaces with Western Union or other similar commercial carrier.

COGARD: Coast Guard.

COMMCEN: Communication Center. Usually located at a District Office, it is the communication focal point for the entire District. Normally provides access for all District units to AUTODIN System. Most COMMCEN's have only landline teletype circuits and no radios.

COMCO: General name applied to Coast Guard hand-held radios (walkie-talkies).

COMCOGARDGRU: Commander, Coast Guard Group. Acronym used to identify Commanding Officer of a Group office.

COMLANTAREA: Commander, Atlantic Area. Senior operational Command for lst, 2nd, 5th, 7th, 8th and 9th Coast Guard Districts.

COMMSTA: Communication Station.

COMPACAREA: Commander, Pacific Area. Senior operational Command for 11th, 13th, 14th and 17th Coast Guard Districts.

COMSEC: Communications Security. The protection resulting from all measures designed to deny to unauthorized persons information of value which might be learned from the possession and study of communications, or to mislead unauthorized persons in their analysis of such information.

COTP: Captain of the Port. Coast Guard officer responsible for a specific port or port area. Duties include port safety and security and enforcement of marine environmental protection regulations.

CWO: Communications Watch Officer or Chief Warrant Officer.

DISTRESS BROADCAST: Communications related to an eminent threat to life or property. Distress broadcasts have priority over all other communications. Preceded by SOS on CW and MAYDAY on voice.

DMAHTC: Defense Mapping Agency Hydrographic Topographic Center. Office responsible for production and distribution of charts and other related publications used by mariners.

ELT: Emergency Locating Transmitter. Similar to an EPIRB.

ELT PATROL: Enforcement of Laws and Treaties Patrol.

EMCON: Emission Control. Condition set aboard ships to secure all types of emissions (radio, radar, etc.) in order to avoid detection by unfriendly forces.

EPIRB: Emergency Position Indicating Radio Beacon. Special, automatically actuating beacons designed to help locate distressed ships, aircraft or survivors. EPIRB's operate on 121.5 mHz, 156.8 MHz, 243 MHz or 2182 kHz.

FAX: Facsimile.

FFESEC: Far East Section. Senior Coast Guard command covering LORAN and other operations in the Northwest Pacific. Headquarters at Yokota Air Base, Japan.

FISHPAT: Fisheries Patrol.

FOT: Frequency of Optimum Transmission. Frequency that will provide most reliable communications over desired path at given time.

GANTSEC: Greater Antilles Section. Senior Coast Guard command covering Puerto Rico, U.S. Virgin Islands and other units in the Caribbean area. Headquarters at San Juan, Puerto Rico.

HELLO ALL STATIONS...: Voice radio equivalent to Morse Code "CQ" signal.

HF: High Frequency.

HFDF: High Frequency Direction Finding.

HLS: High Level Site. Remotely located and controlled VHF-FM radio sites with antennas usually at least 100 feet above local terrain.

INTERCO: International Code of Signals. Special system of codes used to send information related to distress or medical emergencies between parties not sharing a common language.

ITU: International Telecommunications Union.

JRCC: Joint Rescue Coordination Center. Similar to RCC, but staffed by personnel from Coast Guard and other branches of the Armed Forces.

LANDLINE: Standard telephone circuits.

LE: Law Enforcement.

LORAN-C: Long Range Aids to Navigation. Precision radio navigation system operating between 90 and 110 kHz.

LORSTA: Loran Station.

LUF: Lowest usable frequency. Lowest frequency that will provide reliable communications over desired signal path at a given time.

MARSEC: Marianas Section. Senior Coast Guard command for Guam and surrounding islands. Headquarters at Naval Station Guam.

MEDICO (DH MEDICO): Messages used to report medical emergencies aboard ships and advice given in reply from ashore. There is no charge for these messages, thus the DH (dead head) designator for handling over commercial circuits.

MF: Medium Frequency.

MIB: Marine Information Broadcast.

MIO: Marine Inspection Office.

MLC: Maintenance and Logistics Command. Commands established (MLC Atlantic, Governors Island, NY and MLC Pacific, Alameda, CA) to provide such services to units in their respective Areas.

MSD: Marine Safety Detachment.

MSO: Marine Safety Office.

MUF: Maximum Usable Frequency. Highest frequency that will provide reliable communications over desired signal path at a given time.

NAVCOMPARS: Naval Communications Processing & Routing System. A variation of AUTODIN designed for shipboard use that automatically inserts routing indicators for message addressees.

NAVTEX: Navigational Warning System. A system for broadcasting notices to mariners, weather warnings and forecasts, ice warnings and other marine information on the internationally designated frequency of 518 kHz. The system uses an automatic print-out device and a dedicated receiver in an arrangement similar to SITOR in the forward error correcting (FEC) mode.

NOAA: National Atmospheric and Oceanic Administration.

NORTH TRIP: Icebreaker deployment to the Arctic.

NWS: National Weather Service.

OBS: Synoptic weather observation. Numerically encoded report of weather conditions sent primarily by merchant vessels every 6 hours. Coast Guard COMMSTAs receive and relay hundreds of OBS to the National Weather Service every day.

OMEGA: Very low frequency radio navigation system operating in the 10-14 kHz range.

OMSTA: Omega Station.

OOD: Officer of the Day.

OPCEN: Operations Center. Similar to RCC.

OPCON: Operational Control. Commander having immediate operational control over a ship, aircraft or other unit.

OPORD: Operation Order. Written plan describing how a specific mission or task is to be conducted.

OSC: On-scene Commander. Person or unit designated by SMC to manage a SAR mission at the scene.

PFD: Personal Flotation Device. Coast Guard term for a life jacket.

PHONE PATCH: Device for connecting voice radio circuit to telephone lines.

POB: Persons Onboard. Number of persons embarked on a vessel or aircraft.

PRECEDENCE: System for ranking delivery time parameters for messages from originator to addressee(s). In ascending order they are ROUTINE, PRIORITY, IMMEDIATE and FLASH. In the heading of a message they are indicated by the letters R, P, O and Z respectively.

RACON: Radar Beacons. Used as aids to navigation or to mark aids to navigation when painted by civil marine radar signal.

RADIO GUARD: To maintain a listening watch on a frequency or frequencies, usually for distress signals (as on 500 kHz or 2182 kHz).

RATT: (pronounced "rat") Radio teletype.

RCC: Rescue Coordination Center. Unit exercising overall control over SAR cases for a specific area. RCC's are staffed by Coast Guard personnel (see JRCC).

RDF: Radio Direction Finding.

Safety Broadcast: Non-scheduled broadcasts made to report important navigational or meteorological warnings. Preceded by "TTT" on CW or "SECURITE" on voice circuits.

SAR: Search and Rescue.

SARSAT: Search and Rescue Satellite.

SCN: Systems Coordination Net. A set of paired radio frequencies available for use of cutters and shore stations for the timely exchange of information on SAR, operational and administrative matters. See Chapter 3 for a list of frequencies.

SITOR: Simplex Teletype Over Radio.

SITREP: Situation Report. Standard format message used to report on status, actions and results connected with a SAR case.

SMC: SAR Mission Controller. Unit designated to manage a specific SAR mission.

SOB: Souls Onboard. Number of people embarked on an aircraft.

South trip: Icebreaker deployment to Antarctica.

SPAR: Term previously used to denote women serving in the Coast Guard. Term is no longer in use.

SSB: Single sideband. All Coast Guard SSB communications are in the upper sideband (USB) mode.

TCC: Transportable Communication Central. Completely portable communication system built into a U-Haul type trailer, and pulled by a pick-up truck camper. The TCC is intended for quick response in disaster or emergency situations, and can provide point-to-point, ground-to-air, ship-to-shore and unit-to-unit communications in the HF, VHF and UHF radio bands.

TEST TAPE: Continuous transmission of signals (usually RY's or Quick Brown Fox...) sent for tuning and transmitter adjustment purposes on a teletype circuit.

URGENT BROADCAST: Very urgent messages that are broadcast concerning the safety of a ship, aircraft or other vehicle, or the safety of a person. May include overdue aircraft, man overboard, vessel fires, groundings or sinkings, medical cases, etc. Preceded by "XXX" on CW or "PAN-PAN" on voice circuits.

VHF-FM: Very High Frequency-Frequency Modulated. For marine band purposes, transmissions in the FM mode between 156 and 158 MHz.

VOX: Voice communication or transmission.

WINDOW FREQUENCY: The frequency of the actual RF carrier, whether suppressed or radiated. This is the frequency that actually appears on the dial setting or "window" of the transmitter or receiver. The value of the Window Frequency may change according to the mode of transmission (cf. Assigned Frequency).

ZULU TIME: Military equivalent of UTC or GMT.

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